

Portland Streetcar Citizens Advisory Committee
1031 NW 11th Ave
Portland, OR 97209
(503) 222-4200



PORTLAND
STREETCAR

COMMITTEE MEMBERS:

Owen Ronchelli, Chair
David Brandt, Vice Chair
Lenny Anderson
Bill Bagnall
Kara Boden
Carolyn Brock
Michael Cannarella
Reza Farhoodi
Sorin Garber
Jon Joiner
Susan Pearce
Cora Potter
Zoe Presson
Ian Stude
Debra Unverdruss
Erik Wilson

STAFF:

Dan Bower
Natasha Kelly
Connie LaValley
Kathryn Levine

July 20, 2018

Dear HB 2017 Transit Advisory Committee:

As members of the Portland Streetcar Citizens' Advisory Committee and advocates for improving the region's transit system, we urge you to support the City of Portland's request for ongoing HB 2017 funds to improve the operations of the Portland Streetcar.

The Streetcar serves more than 15,000 riders per day and provides vital transit connectivity for many seniors and low-income riders. By setting aside funds from HB 2017 for the Portland Streetcar, you can help improve the frequency and reliability of this important part of the region's transportation network.

Based on both ridership and productivity, the Portland Streetcar is one of the highest-performing pieces of the regional transit network and deserves adequate financial support from the funds granted to the region by the legislature. It serves 11 Census blocks defined by the committee as "Equity Neighborhoods" and is the only transit available at multiple affordable housing developments in the central city.

We thank you for your service on this committee and appreciate your full and fair consideration of our request.

Sincerely,

The Portland Streetcar Citizens' Advisory Committee

2257 NW RALEIGH ST.
PORTLAND, OR 97210



503.823.4288
WWW.PEARLDISTRICT.ORG

July 13, 2018

Re: In support of dedicated HB 2017 revenue for Portland Streetcar

Dear Diane McKeel and Deanna Palm, Chairpersons of the TriMet HB 2017 Advisory Committee:

The Pearl District Neighborhood Association's Planning and Transportation Committee unanimously supports directing a portion of House Bill 2017 (HB 2017) employee payroll tax funding annually to Portland Streetcar for operational improvements that go towards implementing all-day 10 minute headways on its three lines. While I am also serving on the HB 2017 Advisory Committee on my own behalf as a Portland rider representative, this letter is being written in my capacity as co-chair of the PDNA Planning and Transportation Committee.

The Portland Streetcar is a public transportation service provider owned by the City of Portland and operated in partnership with TriMet. If Streetcar was located in another jurisdiction in Oregon outside of the Portland metro, it would be considered by the Oregon Department of Transportation as a "Transit Provider" and be eligible to directly receive HB 2017 funding from the state. However, the administrative rules developed by the state require Streetcar coordinate with TriMet directly for funding, because it is located wholly within the TriMet service district.

Whether on a ridership or productivity basis, the Portland Streetcar is one of the highest-performing lines in the Portland transit network, with the original NS line serving a critical role in connecting regional population and employment centers within multiple high-density, high-activity neighborhoods in Northwest Portland and the Central City. The Portland Streetcar also directly serves multiple census block groups in the Pearl District, Lloyd, and downtown Portland identified by TriMet as "Equity Neighborhoods," where there is a high concentration of low-income population, affordable housing, social services, households without access to an automobile, and/or other socioeconomic and demographic factors.

Improving the NS and A/B Loops to 10 minute service would enhance access to opportunities, service, and amenities, both for the thousands of individuals living along the streetcar route, and the thousands more who work in its vicinity. Moreover, the Portland Streetcar represents the only all-day, 7-day transit service available within reasonable walking distance for residents and employees in the North Pearl area, a fast-growing neighborhood north of Lovejoy Street that contains nearly 1,000 units of affordable housing and remains largely isolated from TriMet's core bus and MAX network.

If HB 2017 resources were not provided to Portland Streetcar for operational improvements, it would effectively exclude this part of the metro region from this source of funding. Furthermore, given the documented equity needs of our area, providing funds for Streetcar would meet the goal of the enabling legislation and the guiding statement of the HB 2017 Advisory Committee to develop "...a public transportation improvement

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plan to spend HB 2017 funds for the...expansion of existing and creation of new transit services...with consideration for communities with a high percentage of low-income households".

In closing, we urge TriMet to provide an appropriate level of HB 2017 funding annually towards Portland Streetcar operations to serve the growing transit needs of the Central City and Northwest Portland. We look forward to working with Streetcar and TriMet to ensure these funds provide a high level of streetcar service for our neighborhood's residents and employees in the years to come.

Sincerely,
Reza Farhoodi
Planning and Transportation Committee Co-Chair
Pearl District Neighborhood Association

CC:
Dan Bower, Portland Streetcar
Art Pearce, Portland Bureau of Transportation
Tom Mills, TriMet