

Transportation Funding Task Force
Written Testimony
Meeting 20
March 18th, 2020

Sent: 3/5/2020
From: Arthur Doughty
Subject: 99w

The intersection at Cipole needs upgrades with turn lanes and a street light.

Sent: 3/11/2020
From: Brent VanKeulen
Subject: HWY 43 Improvements

Hello,

HWY 43 from Sellwood bridge to I205 has had a significant increase in traffic and needs more frequent paving. Also, the section between Sellwood bridge and LO has no bike lane.

Please consider both of these items as a high priority in your planning for a Bond.

Thank you
Brent VanKeulen
West Linn resident

Sent: 3/12/2020
From: Surja Tjahaja
Subject: Important road works for safety in West Linn

To whom it may concern:

The Riverknoll Drive in the Barrington Heights neighborhood where it meets Beacon Hill Drive, at the stop sign, it's important to draw a thick yellow line and followed with a less thick red paint to alert driver not to drive through the stop sign and actually stop. My car was totalled in an accident because the driver did not stop coming down that steep hill (to save the brake?). Numerous times I almost get run over when walking on that location on Beacon Hill. This area is known for accidents for many years. Speed bump was discussed in the Board of Directors of the HOA meetings, but never put on. I think the yellow and red sign that is used in Costco road by its entrance would be effective.

The intersection of 43 and Sunset Road is congested during rush hours by cars going down Sunset towards the 205 fwy and cars going from West Linn to Oregon City bridge. This congestion has been around for many years with no help. Either put some stop sign for cars coming from West Linn towards the Oregon City bridge or put a light signal or a roundabout to fix this problem once for all. In the past a police man would manage the traffic and that was effective too.

Thank you,
Surja Tjahaja
West Linn
(503)656-8910

Sent: 3/14/2020
From: Ata Saedi <atasaedi@hotmail.com>
Subject: Get Moving Task Force/HWY 99 Planning

Dear 2020 Task Force and Metro Council,

My name is Ata(Ted) Saedi, a Tualatin resident who live alongside HWY 99. I am the previous CASE (Clean Air Safe Environment) president and would like to support the content of Mayor Bubenik's letter to the 2020 Task Force Council especially the inclusion of Highway 99W for corridor planning in the regional funding measure. The congestion has already limited our movements around town, as our exit from our house is the entry to HWY 99.

Sincerely, Ata (Ted) Saedi
18397 SW 135th Terr
Tualatin, OR
97062

Sent: 3/18/2020
From: Mason Miller
Subject: Transportation Funding Task Force

No more freeways

-M Miller



March 18, 2020

To: Commissioner Jessica Vega Pederson, Commissioner Pam Treece

CC: Margi Bradway, Andy Shaw, Tyler Frisbee, Craig Beebe

Re: Metro T2020

As the representative for Business for a Better Portland to Metro's T2020 task force I'm writing to convey our position on the four Tier 2 proposals being considered at the March 18th virtual task force meeting.

Briefly: we support the Tier 2 proposals for HWY 43 and HWY 99 and oppose the Tier 2 proposals for HWY 217 and Sunset Corridor.

HWY 217: this ~\$150M proposal for 1.5-miles of highway expansion is simply inconsistent with the values agreed to at the beginning of T2020. There's an insignificant number of safety issues in the proposed project area nor will the proposal reduce congestion on HWY 217 or reduce GHG.

Sunset Corridor: it was disappointing that Hillsboro transportation planning staff refused to answer direct questions from task force members whether new roads through Forest Park were in the scope of their Tier 2 study proposal.

We would hope that Hillsboro staff are aware of the decade-long conversations between the City of Portland, Northwest Trail Alliance and the community at-large regarding expanding access to Forest Park by persons on mountain bikes. The planning to-date is summarized in the City of Portland's Off-Road Cycling Master Plan. Significant concerns raised in the plan for

expansion in the park center on fragile native habitat and safety interactions amongst users. Metro Council should consider whether or not to support studying a new road or expansion of a current road in Forest Park with full awareness of the Off-Road Cycling Master Plan public process.

In their memo of March 11, Hillsboro staff do not definitively rule out this Tier 2 study proposal addressing new or expanded roadways through Forest Park. Given the heightened concerns in the community about development in or through Forest Park we believe it is inappropriate for T2020 to include this Hillsboro proposal.

Sincerely,

Stephen Gomez



March 4, 2020

Get Moving Task Force
600 NE Grand Ave.
Portland, OR 97232-2736

Re: Transportation Investment Measure

Dear Task Force Members,

Climate Solutions and Oregon Environmental Council are writing to express our strong support for bus electrification, along with the other proposed programs presented to the task force. Climate Solutions is a regional non-profit working to accelerate clean energy solutions to the climate crisis. Founded in 1968, Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization advancing innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

We believe that bold action is necessary to make our system healthier, more sustainable, more efficient and more equitable. We support the proposed programs, and it is essential to invest in improve safety and access for people walking, biking, and taking transit. OEC and Climate Solutions are members of the Getting There Together Coalition, and support the Getting There Together priorities. In addition, the urgency of the climate crisis demands that the package meaningfully address greenhouse gas emissions, and we strongly support the **transit electrification program, which is key to reducing air toxics and greenhouse gas emissions through this investment measure.**

By accelerating TriMet's adoption of electric buses, Metro can:

- reduce toxic diesel emissions, especially in neighborhoods near high-traffic corridors;
- save on operating costs over time that should be re-invested in transit service; and
- double the climate impact of the Metro T2020 project package.

Diesel buses have a big climate and air pollution impact.

- The transportation sector accounts for approximately 40 percent of the Metro region's greenhouse gas emissions.
- With almost 700 diesel buses in its growing fleet, TriMet is the largest single user of diesel fuel in the state of Oregon.
- Diesel exposure increases the risk of heart attacks, strokes, cardiovascular disease, asthma and other respiratory problems.
- Multnomah County is in the top 2% of U.S. counties in exposure to diesel pollution.
- The region's most heavily-polluted corridors are home to many communities of color and low-income residents.

Electrification meaningfully addresses these impacts. Electrifying buses eliminate tailpipe pollution. Electric buses also provide an immediate drop in fossil fuel consumption, with the promise of fuel decarbonization over time. Already, about 50% of the Metro region's electricity is generated from renewable and carbon-free sources. With the state's commitment to eliminate coal from the mix, and Portland's commitment to achieve 100 percent clean electricity, that percentage will continue to grow quickly. TriMet estimates that each new electric bus purchased instead of a

diesel bus reduces the fleet's climate pollution by 94 metric tons every year. TriMet replaces about 60 buses a year, so by purchasing electric buses instead of diesel, the region's greenhouse gas emissions are reduced by more than 5,600 metric tons every year. In comparison, a rough estimate of all the T2020 proposed projects combined could reduce emissions by 5,200 metric tons per year.

Electric buses are good business. Not only do electric buses have reduced climate and air toxics impacts, they also save money over the lifecycle of the bus because they cost less to fuel and maintain. This savings into the future can and should be ploughed back into transit service improvements and expansion.

TriMet replaces its buses approximately every 16 years. **Every diesel bus that is replaced with a new diesel bus locks in more than a decade of the climate and health impacts of diesel fuel on our roads.** Transit buses are on the road for many hours each day. We are making decisions today that will affect the health of people living in our communities now and those who will live here a decade from now. We need to stop putting new diesel buses onto our roads.

TriMet is positioned to be a national leader in clean transit by following through on their commitment to transition the diesel bus fleet to zero carbon buses over the next two decades. TriMet is prepared to fulfill this commitment, but currently lacks funding to fully support the transition.

Programmatic investment of \$9 million per year would allow TriMet to stop purchasing diesel buses. The benefits in greenhouse gas reductions and air quality would have impacts across the region into the future. It is time to make the growing Metro region a national leader in providing a clean, safe, accessible and affordable transportation system for all – and this is an important step toward that vision.

Thank you for your consideration of these comments.

Sincerely,



Victoria Paykar
Transportation Policy Manager
Climate Solutions



Sara Wright
Program Director, Transportation
Oregon Environmental Council

Support TriMet bus electrification in the Metro T2020 measure



The Portland Metro region must shift to cleaner, more efficient, and more equitable transportation choices for our current and future communities.

By accelerating TriMet's adoption of electric buses, Metro can:

- reduce toxic diesel emissions, especially in neighborhoods near high-traffic corridors;
- dramatically reduce transportation-related climate pollution;
- save on operating costs over time that should be re-invested in transit services; and
- double the climate impact of the Metro T2020 package!

Diesel buses have major impacts on climate and air pollution.



The transportation sector produces approximately 40% of greenhouse gas emissions.



Multnomah County is in the top 2% of U.S. counties in exposure to diesel pollution.



Exposure to diesel exhaust increases the risk of heart attacks, strokes, cardiovascular disease, asthma and other respiratory problems.



The Metro region's most heavily-polluted transportation corridors are also home to communities of color and low-income residents.



With a fleet of nearly 700 diesel buses, TriMet is the single largest consumer of diesel fuel in the state of Oregon.





We need to stop buying dirty diesel buses. Transit buses are on the road for many hours each day, burning diesel fuel and polluting our neighborhoods and communities.

TriMet has committed to gradually replace its diesel-powered buses with zero-emission buses over the next two decades. However, the transit agency currently lacks the funding to fully transition to an all-electric fleet.

Including necessary funding in the Metro T2020 package will transform TriMet from Oregon's biggest diesel consumer into a national leader in clean public transit.

Equitable solutions to diesel pollution

- Adopting electric buses will alleviate the disparate impacts of air pollution on low-income communities and communities of color.
- TriMet has agreed to prioritize the rollout of electric buses on lines serving more heavily-polluted neighborhoods.
- First major installation of charging equipment will go in East Portland's Powell Garage.

Critical climate solution

- Each electric bus that replaces a diesel bus reduces the fleet's climate pollution by 94 metric tons every year (equivalent to 9,234 gallons of diesel used).
- TriMet replaces about 60 buses per year. At this rate, switching to electric buses could reduce annual GHG emissions by more than 5,600 metric tons.
- *In comparison, a rough estimate of all other T2020 proposed projects combined could reduce emissions by 5,200 metric tons per year.*

Makes good business sense

- Each electric bus will save \$400,000 on fuel and \$125,000 in maintenance annually, compared to otherwise similar diesel buses.
- These annual savings can be used for transit service improvements.

