



**Central City Streetcar
Local Improvement District (LID)**

Petition for Creation of a Local Improvement District(LID) to Fund Capital Improvements Related to the Central City Streetcar Phase I

2716
EXHIBIT B

To the Portland City Council:

The Undersigned, being the owner or contract purchaser of the property held in the name or names of companies or individuals set forth below and within the boundary of the LID herein described, hereby petitions the Portland City Council to form an LID to assist in funding the capital cost of the Central City Streetcar Phase I (Project), subject to the terms and conditions of this petition.

Project Description. The Project shall include the design and construction of tracks, overhead wiring, station stops and other capital improvements, enabling Streetcar transit service from S.W. Montgomery, on S.W. and N.W. 10th and 11th Avenues, N.W. Northrup and Lovejoy to N.W. 23rd Avenue (Streetcar Streets).

LID Boundary. The LID shall include all properties within an area bounded by S.W. and N.W. Broadway, N.W. Pettygrove, N.W. 24th, N.W. Johnson and the I-405 Freeway and the Hoyt Street Yards. The LID shall be further broken down into Zone A which shall include properties within 200 feet of a Streetcar Street, and Zone B which shall include all other properties within the LID Boundary.

Maximum LID Assessment. The Total Assessment Amount shall be equal to the maximum of \$8.32 million or 20% of the actual cost of the Project, whichever amount is smaller, including the actual administrative costs necessary to establish the LID, not to exceed \$320,000.

Capital and Operations Funding. The LID shall not be formed until the City provides assurances that funding is available to cover the balance of the Project capital cost and all of the annual operating cost, and that property owners within the LID will not be additionally assessed for those purposes.

Assessment Method. Ten percent (10%) of the Total Assessment Amount shall be apportioned among properties based on their frontage on Streetcar Streets. The balance of the Total Assessment Amount shall be apportioned among properties based on their principal use and a percentage of their Land and Improvement Value (Value), except for properties within the Hoyt Street Yards owned by Hoyt Street Properties, Inc. (HSP) which shall be assessed a lump sum of \$700,000 in accordance with provisions of the Agreement for Development between the City and HSP dated August 30, 1997. The Total Assessment Amount shall be apportioned based on the principal land uses at the percentages of Value as follows:

Regional Institutional	100%
Commercial	75%
Local Institutional	50%
Industrial	50%
Residential	50%

One-half of the above percentages of Value shall be used for Commercial, Local Institutional, Industrial and Residential uses in Zone B. Regional Institutional shall include Portland State University and Legacy Health Systems properties. Local Institutional shall include churches, theaters, museums, libraries, parks and other publicly owned or non-profit places of public assembly. Industrial shall include property within an IG zone or within an EX zone and designated "Industrial" by the Multnomah County Assessor. Residential shall include property primarily in residential use or within a R1 zone. All other property shall be considered Commercial. Owner occupied residences and federally owned property shall be exempt.

Transportation System Development Charge (TSDC) Credits. Under City Code Chapter 17.15.60, the Streetcar LID payment entitles property owners to a credit against TSDCs levied on new private development within the City. The amount of the credit is a prorated share of the \$2.2 million included in the City TSDC budget for the Streetcar Project. The City shall establish a program that will offer property owners the option of either: 1) retaining; or 2) surrendering the TSDC credit. If a property owner elects to surrender its TSDC credit, the amount of the credit, less 10% to cover administration and financing cost, will be applied against the property owner's Streetcar LID assessment, resulting in a reduction of about 25%.

Estimate of Assessment Rate. There is an estimated 28,200 feet of non-exempt Streetcar Streets frontage. The total Value in the LID is approximately \$1.1 billion. Not including TSDC credits described above, the Assessment is estimated to be the sum of approximately \$30.00 per foot fronting on a Streetcar Street; plus dollars per thousand dollars of Value times an estimated assessment rate for the principal land use as follows:

<u>Land Use</u>	<u>Zone A</u>	<u>Zone B</u>
Regional Institutional	\$11.00	\$11.00/\$1,000 Value
Commercial	\$8.25	\$4.125
Local Institutional	\$5.50	\$2.75
Industrial	\$5.50	\$2.75
Residential	\$5.50	\$2.75

For example, a Commercial property in Zone A with a 100 foot Streetcar Street frontage and a Value of \$1 million will be assessed about \$11,250. If the property owner surrenders its TSDC credits, this assessment will be reduced to about \$8,438 or \$735 per year, if financed as described below (20 years @ 6%). A \$1 million Commercial property in Zone B will be assessed about \$3,094 or \$270 per year (20 years @ 6%) with surrendered TSDC credits.

Land and Improvement Value Determination. Values used in determining the assessments shall be the true market value established by the Multnomah County Assessor at the time that the district is assessed. If the value is not contained in the county records, the value shall be established by independent appraisal. The district will be assessed when the project is substantially completed presently scheduled on about July 4, 2000. In the interim, the total value may change due to additional development, inflation and changes in market conditions. Any increase shall be used to reduce the assessment rates and not to increase the total assessment amount.

Financing. The City shall arrange long-term financing of the LID Assessment and make such financing available to property owners. Such financing shall be for a term of up to 20 years at interest rates estimated not to exceed 6 percent. The actual interest rate charged to property owners shall be the interest rate at which municipal bonds for the LID are sold plus the percentage markup specified in the Portland City Code.

Time Limit. This petition is valid provided that the LID is formed by the City before December 31, 2000.

It is understood that this Petition constitutes a commitment by the undersigned to support the formation of and participation in an LID subject to the conditions of this petition and requirements of Title 17, Portland City Code.

For properties held in the following name(s): _____

Signed: _____

Name: _____

Address: _____

Phone: _____

Date: _____

Direct Inquiries/Return to:

Michael Powell, Chair
Streetcar LID Steering Committee
1005 W. Burnside
Portland, OR 97209
(503) 228-4651

Roger Shiels, Executive Director
Portland Streetcar, Inc.
115 N.W. First Avenue, Suite 200
Portland, OR 97209
(503) 242-0084

E. D. Hovee & Company



Economic and Development Services

MEMORANDUM

To: Roger Shiels, Shiels Oblatz Johnsen
 From: Eric Hovee
 Subject: Updated Evaluation of LID Assessment Formula for Central City Streetcar
 Date: September 16, 1998

This report provides an updated evaluation of the proposed ranking system for allocating LID assessments among five land uses to fund a portion of capital costs for the proposed Central City Streetcar. Contents of this memorandum are organized to cover:

Background Assumptions
 Approach
 Assessment Formula Evaluation
 Conclusion

Background Assumptions

It is our understanding that a Central City Streetcar is proposed to run through downtown and northwest Portland from SW Montgomery Street on SW and NW 10th and 11th Avenues, Northrup and Lovejoy to NW 23rd Avenue. A local improvement district (LID) is proposed to pay for 20% of the actual cost or \$8.32 million, whichever is smaller.

Assumptions to be Evaluated: Proposed is that 90% of the total assessment amount will be apportioned among properties based on the following percentages of land and improvements value as determined by the principal use of the property:

Regional Institutional	100%
Commercial	75%
Local Institutional	50%
Industrial	50%
Residential	50%

Zone A of the LID will include all properties within 200 feet of a Streetcar Street with assessments made pursuant to the above noted schedule. Zone B includes all other properties within the LID boundary, for which one-half of the above percentages of value will be applied.

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The purpose of this evaluation is to assess the reasonableness of the proposed assessment formula, by use. In particular, this evaluation focuses on the question of whether the percentage of value rankings are consistent with potential transit benefits allocated to the uses noted.

Assumptions Not Evaluated: In addition to the assumptions noted above, it is proposed that 10% of the total assessment amount will be apportioned among properties based on their frontage along Streetcar Streets. The frontage assessment is not adjusted by use and so therefore is not part of this evaluation.

Owner occupied residences and federally owned properties will be exempted from the LID assessment. The streetcar LID payment entitles affected property owners to a credit against Transportation System Development Charge (TSDC) credits levied on new private development within the City. These items also are beyond the scope of this assessment formula evaluation.

Further noted is that properties within the Hoyt Street Yard, owned by Hoyt Street Properties, Inc. (HSP) are to be assessed a lump sum of \$700,000 pursuant to a separate development agreement between the City and HSP dated August 30, 1997. This aspect of the LID has not been evaluated due to the pre-existing contractual agreement.

Value Encompassed by LID: Our understanding has been that there is about \$1.1 billion of assessed value in the LID subject to the proposed assessment. Approximately 59% of the value estimate (and 79% of the assessment) is in Zone A. An estimated \$6.8 million of the \$8.3 million assessment would be generated through the land and improvements formula described above.

Approach

The approach we have taken focuses primarily on identifying the relative potential benefits of streetcar availability compared to the percentage allocation formula indicated for each of the five uses to be assessed. The primary work steps that comprise this evaluation methodology are essentially three-fold:

Step A. Estimate taxable assessed valuation (TAV) for each of the five uses on a per person basis. For purposes of this analysis, employment is the measure of persons for regional institutional, commercial, local institutional and industrial uses. For residential uses, persons are defined as the number of residents.

Step B. Calculate the relative transit benefit of streetcar availability per \$1 million of tax assessed valuation (TAV). This is accomplished by multiplying TAV per person (calculated in Step (a)) by an estimate of transit benefit per person for each use. Transit benefit is determined as being the relative potential transit use (for workers, residents and customers) on a per person (worker or resident) basis.

Step C. Calculate relative transit benefit as a percentage of regional institution use. Then compare this calculation with the assessment method as currently proposed with the petition for LID formation.

Assessment Formula Evaluation

The following chart provides the detailed calculations by use consistent with the three-step methodology outlined above.

Assessment Valuation & Benefit Calculations

Land Use	(1) Assessed Value (TAV) per SF	(2) Building Area (SF) per Person*	(3)=(1)*(2) TAV per Person*
<i>Step A. Assess Valuation (TAV) per Person*:</i>			
Regional Institutional	\$99.83	750	\$74,871
Commercial	\$48.94	380	\$18,599
Local Institutional	\$102.95	1,050	\$108,099
Industrial	\$51.08	1,440	\$73,551
Residential	\$86.80	500	\$43,398
	(4) Transit Benefit per Person*	(5)=(3) TAV per Person*	(6)=(4)/(5)*\$1m Transit Benefit per \$1 Million TAV
<i>Step B. Transit Benefit per \$1 Million TAV</i>			
Regional Institutional	1.39	\$74,871	18.6
Commercial	0.26	\$18,599	14.0
Local Institutional	1.03	\$108,099	9.5
Industrial	0.71	\$73,551	9.6
Residential	0.42	\$43,398	9.8
	(7) from (6) Benefit as % of Regl Inst	(8) Current Proposed Value %s	
<i>Step C. Benefit as % of Regional Institutional:</i>			
Regional Institutional	100%	100%	
Commercial	75%	75%	
Local Institutional	51%	50%	
Industrial	52%	50%	
Residential	53%	50%	

*Note: Person is defined based on employment for institutional, commercial and industrial uses, and by number of residents in a household for residential uses.

Source: E.D. Hovee & Company, September, 1998. Estimates are approximate based on assumptions as noted.

This chart indicates that the apportionments, as currently proposed for the Central City Streetcar LID, appear to be reasonable and are within a range of values most likely to reflect the transit benefit for the different land use categories. As indicated by this chart, transit benefit calculations (column (7)) do not match precisely with the current proposed allocation formula (Column (8)). However, the benefit calculations are within 3% points of the proposed formula for all of the use categories considered.

Key sources of input data that have been applied to this analysis are noted as follows:

- Assessed valuation (TAV) per square foot (SF) (per Column (1)) is based on 100% of land and improvements value divided by building square footage for Zone A and a 50% weighting for properties in Zone B. Data is from the Multnomah County Assessor, as provided to us in summary form by property use class from Shiels Oblatz Johnsen.
- Square footage information per persons (per Column (2)) is based on employment density information provided by Metro supplemented by contacts with major institutional and industrial users located in the LID assessment boundary.
- Estimated transit benefit per person (Column (4)) is based on Institute of Transportation Engineers (ITE) trip generation rates (from the 6th Edition) for land uses most closely coinciding with the category descriptions provided by Shiels Oblatz Johnsen, multiplied by a transit mode split factor for all weekday trips to and from downtown Portland resulting from the Metro 1994 Household Activity Survey (approximately 16%).

The following table outlines in more detail assumptions related to employment density and trip generation that have been applied to estimate potential transit benefit relative to tax assessed valuation (TAV).

Transit Benefit Estimate Assumptions

Use Category	Assumptions Applied
Regional Institutional	<ul style="list-style-type: none"> Vehicle trips per person represent a weighted average (based on the reported number of employees at Portland State University and the low-end of the reported employment range estimate for Legacy Good Samaritan Campus) of ITE trip generation for university and hospital land uses.
Commercial	<ul style="list-style-type: none"> The Metro 1990 <i>Employment Density Study</i> employment distribution for office and retail uses in the "Downtown Core Area" is applied with an adjustment to reflect a higher level of office use outside the core retail area within the proposed boundaries of the LID. The ITE general office and shopping center categories are applied to CBD and LID area office and retail uses. However, since the ITE samples are from suburban environments, vehicle trip generation is reduced to approximate the lowest sample rate to adjust for location within and in the vicinity of a central business district.
Local Institutional	<ul style="list-style-type: none"> Vehicle trip generation for these uses appears to be best represented by the ITE church and library categories (the only ITE categories reflecting actual uses in the LID category designated as local institutional). The majority (close to 90%) of local institutional uses are assumed to generate trips in a manner similar to church trip generating (with stronger week-end or evening use), with a minority (approximately 10%) generating trips similar to the daily use pattern of a library. Trip generation rates for both uses are reduced to the lowest sample rate to reflect the location of these uses within and in the vicinity of a central business district (CBD).
Industrial	<ul style="list-style-type: none"> The ITE category general light industrial appears to best represent industrial uses in the LID. Vehicle trip generation is measured on a per 1,000 square foot of gross floor area basis; this data is worked back to calculate a per person rate equivalent. Vehicle trip generation is reduced by two-thirds of the standard deviation to reflect the location of these uses within and in the vicinity of a central business district (CBD).
Residential	<ul style="list-style-type: none"> The ITE apartment category appears to best represent rental housing in the LID. Vehicle trip generation is reduced by one-third of the standard deviation to account for the fact that fewer vehicle trips are generated by smaller units and units closest to the CBD.

Source: E.D. Hovee & Company, September, 1998.

Conclusion

In conclusion, the assessment valuation percentages proposed for the Central City Streetcar reasonably reflect transit benefits attributable to the five land use categories. This conclusion is based on our review of assessed value and trip generation factors to estimate relative transit benefit by type of property use.

It is emphasized that this evaluation is intended to assess the *reasonableness* of a proposed assessment formula given readily available data. Our conclusion is that the formula proposed appears reasonable and defensible given conditions representing an urban CBD area.

E.D. Hovee & Company appreciates the opportunity to provide this preliminary evaluation. Questions and comments regarding any aspect of the evaluation are welcome.

NOTICE OF PROPOSED IMPROVEMENT

EXHIBIT D

172716

OFFICE OF THE CITY ENGINEER
PORTLAND, OREGON, September 2, 1998

NOTICE IS HEREBY GIVEN THAT THE COUNCIL OF THE CITY OF PORTLAND, OREGON ON THE 26TH DAY OF AUGUST, 1998, ADOPTED A RESOLUTION DECLARING THE INTENTION OF THE CITY OF PORTLAND TO FORM A LOCAL IMPROVEMENT DISTRICT TO ASSIST IN FINANCING THE CENTRAL CITY STREETCAR PHASE I PROJECT.

The improvements to be made shall be in substantial accordance with those described in the Program Statement for the Central City Streetcar Phase I Project and shall include the design and construction of tracks, overhead wiring, stations stops and other capital improvements, enabling Streetcar transit service from Portland State University to NW Portland. The Program Statement for the Central City Streetcar Phase I Project is available for review in the City Engineers Office, 1120 SW 5th Avenue, Room 802. The City Council has determined the boundaries of the local improvement district that receive special and peculiar benefit from the proposed improvements as set forth in Exhibit B of the Resolution and on file in the City Engineer's Office.

The assessment to benefitted property owners shall be a total fixed amount of \$8.0 million, plus a maximum of \$320,000 for expenses related to establishing and administering a local improvement district, to supplement the estimated \$42 million total capital cost of the Central City Streetcar Phase I Project.

A copy of the Resolution and a perimeter description of the proposed local improvement district are available for public examination in the Office of the City Engineer, between 9:00 AM and 4:00 PM, Monday through Friday.

OBJECTIONS TO THE PROPOSED IMPROVEMENTS MAY BE MADE IN WRITING TO THE COUNCIL, MUST STATE THE SPECIFIC REASONS FOR THE OBJECTION AND MUST BE FILED WITH THE CITY ENGINEER BY 5:00 PM PDT ON SEPTEMBER 14, 1998. THEY SHOULD BE ADDRESSED TO CITY ENGINEER, CITY OF PORTLAND, 1120 SW 5TH AVE., ROOM 802, PORTLAND, OR 97204.

The City Council will consider any objections and other testimony regarding the proposed improvement project at a public hearing to be held in the Council Chambers in City Hall, 1221 SW 4th Avenue, Portland, Oregon, at the regular meeting beginning at 9:30 AM on September 23, 1998.

BRANT WILLIAMS
Portland, Oregon City Engineer

Date of first publication: August 28, 1998
Date of last publication: September 1, 1998
Published: Aug. 28, Aug. 31, Sept 1, 1998

PROGRAM STATEMENT

for the

CENTRAL CITY STREETCAR PHASE I PROJECT

LOCAL IMPROVEMENT DISTRICT

August, 1998

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CENTRAL CITY STREETCAR - PHASE I

August, 1998

PROGRAM BACKGROUND

The Metropolitan Region is expecting more than 500,000 new residents over the next 20 years and the City believes it is important to attract some of that growth to the Central City. Goals call for 15,000 new housing units and 75,000 new jobs in our urban core. Portland is fortunate. We have two large parcels of underdeveloped land close to downtown. They are the River District to the north and North Macadam to the south. Current plans call for 5000 units of new multi-family development in the River District and over 2000 units in North Macadam.

The Central City Streetcar Project is part of the City's growth management strategy. We believe that providing high density housing in close proximity to jobs and all the other amenities available downtown is a good idea and a good deal. The streetcar will be the essential transit link connecting people to their jobs, to shopping, to educational institutions and to the arts and cultural community.

This compact urban form will help decrease pressures on the Urban Growth Boundary. The alternative is low-density suburban development with more vehicle miles traveled, longer commute times and more costly infrastructure.

This Program Statement represents the culmination of an eight year effort to make the plan a reality. Financial participation for planning and preliminary engineering have come from the City's Transportation Budget and from a Special Purpose Grant awarded by the U.S. Department of Housing and Urban Development. This initial investment has allowed us to leverage other resources for final engineering and ultimately construction and operation of the Central City Streetcar Phase I Project. The Local Improvement District is the mechanism for private sector participation to assist in funding the capital cost of the Phase I Project.

What follows is a detailed list of the goals and objectives, project description, graphics of various elements of the project from the adopted preliminary design and engineering work, budget requirements and resources and LID boundaries and map.

PROGRAM OBJECTIVES

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Goals and Objectives

Past policy documents, particularly the Central City Plan, have indicated the community's desire to expand a rail-based transit system within the Central City. While the project's goals and objectives have been reviewed and refined in response to public input, they have remained remarkably constant through all phases. They have to do with growth management and livability and the belief that a streetcar offering high quality, accessible and reliable service throughout the Central City will:

- Limit the reliance on automobiles for daily commutes and inter-neighborhood trips, reducing traffic congestion and air pollution;
- Alleviate parking pressures in adjacent neighborhoods by providing new transportation choices for residents, customers and visitors;
- Promote residential development along the alignment, placing housing near jobs, further reducing the need for auto commutes, and limiting pressure on the region's urban growth boundary;
- Encourage the development of affordable housing near the city's central business district; and
- Provide a safe, attractive method for all Portland residents and visitors to travel throughout the Central City.

After much public input, and with the invaluable assistance of the affected neighborhoods and institutions, City Council adopted the Central City Streetcar alignment between Northwest Portland and Johns Landing in January, 1994. At that same time, Council directed us to focus our preliminary design and engineering activities on a Phase I alignment between Portland State University through the central business district on the 10th/11th Avenue corridor to the emerging River District and then to Northwest Portland on NW Northrup and Lovejoy Streets.

Organization

After a major advertising campaign and a competitive process, the City of Portland entered into a contractual relationship with Portland Streetcar, Inc. (PSI) for preliminary engineering of the Phase I project, as well as the identification of funding for final engineering, construction and operation of the streetcar. The contract has since been extended to include final engineering, general contractor selection, vehicle procurement, maintenance facility design and construction, local improvement district formation, implementation of capital and operating finance plans and a public involvement program. PSI is a non-profit corporation formed for the single purpose of implementing the Central City Streetcar as a project that will benefit the livability and economic vitality of Portland and its central city. The membership of the Board includes representatives from both the public and private sector.

In addition, a Central City Streetcar Citizens Advisory Committee was formed to assist with the project. The Committee has been meeting monthly since October, 1995. Members include representatives from neighborhood associations, business groups, property owners, developers, institutions and the community-at-large. They are committed to providing input to the Portland Streetcar, Inc. Board and to the City, as well disseminating information back out their respective organizations.

PROJECT DESCRIPTION

The Phase I Project includes the design and construction of tracks, electrification system, station stops, maintenance facility and other capital improvements and the procurement of vehicles that will enable streetcar transit service from SW Mill Street on SW and NW 10th and 11th Avenues, NW Northrup and Lovejoy Streets to NW 23rd Avenue. A map of the alignment is included with the other project graphics. Also included in the project, but to be funded with resources other than from the assessment of the Local Improvement District, is the procurement of 4-6 streetcar vehicles designed to meet the community's desire for accessibility and good urban form.

Project Elements

Design plans were developed during preliminary engineering and presented to and adopted by City Council. A description of those elements follows. Portland Streetcar, Inc. and the Citizens Advisory Committee will continue to oversee implementation of the project and may, if necessary, make adjustments in the scope of the improvements in order to complete the project in such a way as to maximize benefit to the district.

Streetcar Vehicles

- Streetcars will operate in the street with mixed traffic. Therefore, they must fit in a typical traffic lane and have acceleration and deceleration characteristics suitable for mixed traffic in an urban environment.
- In order to be of the right scale for an urban neighborhood, the streetcar vehicle will be 50 - 70 feet in length and will be of a low-floor design for easy roll on/off service.

Streetcar Stops

- Stops will be located near major attractors and destinations and support adjacent land uses.
- The streetcar will stop every 2-3 blocks along the alignment in order to provide good neighborhood access and service.
- At stops, the sidewalk typically will be widened into the parking lane for a length of about forty feet to allow streetcars to stop in the right traffic lane for loading/unloading.

- Stops will be planned to minimize removal of parking and relocation of truck loading zones, as well as to avoid turning lanes, driveways and other impacts on traffic, circulation and businesses.

Trackway

- The streetcar trackway will be located in the right traffic lane.
- The streetcar tracks will be embedded in a one-foot-thick by eight-foot-wide concrete slab and surrounded by polymer rubber rail-boot-isolation-system.
- Trackway will use welded rail and electrically bonded joints.
- The streetcar will be designed to be compatible with Tri-Met's MAX system during non-revenue service with a track gauge of 1435 mm (56.5 inches), compatible voltage and a single trailing switch at SW 10th and Morrison. This will allow for the potential of contracting with Tri-Met for major maintenance, thus avoiding a costly duplication of facilities.
- Special welding techniques will be used for 90 degree turns to minimize wheel-squeal, vibration and track wear.

Traction Electrification System

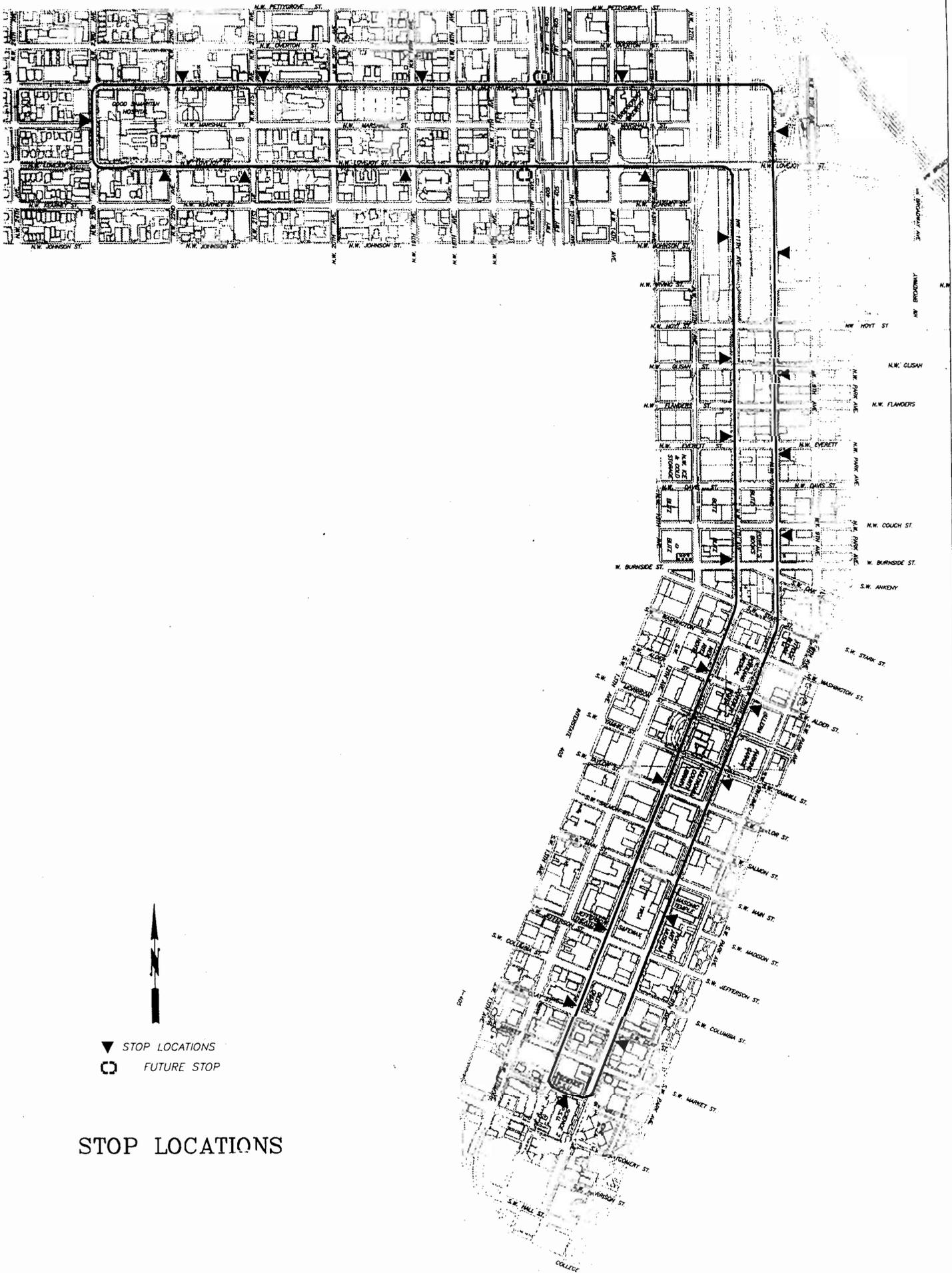
- Electrical power to the streetcars will be provided through a single overhead trolley wire, the Overhead Contact System.
- The wires will be suspended from three cantilevered poles in each block. Other suspension methods, such as the possibility of connecting to adjacent buildings or existing poles, will be considered at appropriate locations to minimize visual clutter.

Project Graphics

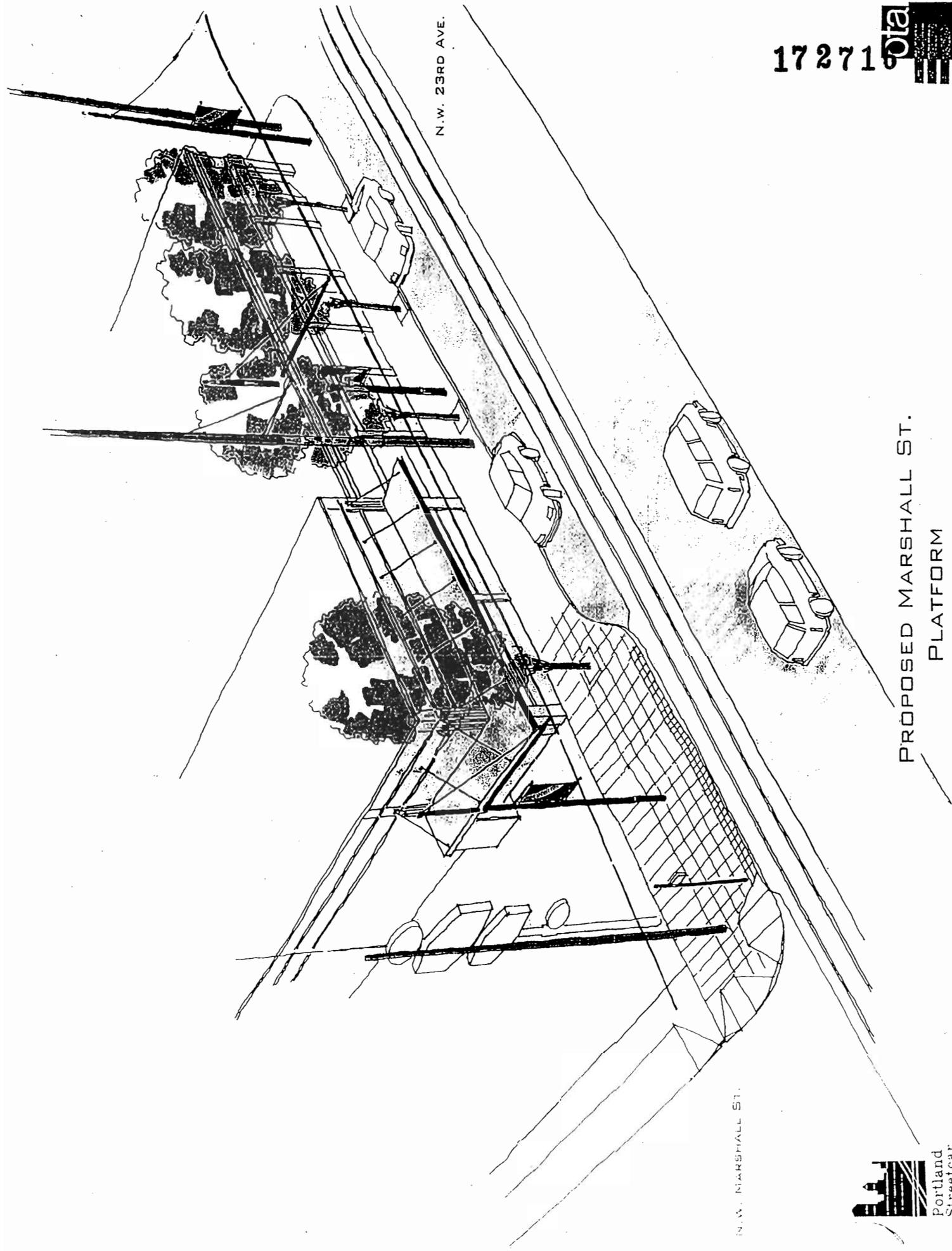
The following pages illustrate the various project elements.

Milestones

Jan, 1994	Adoption of the Central City Streetcar Alignment
July, 1995	Begin Preliminary Design and Engineering of Phase I
July, 1997	Adoption of Preliminary Design and Engineering of Phase I and Preliminary Finance Plans
Sept, 1997	Begin Final Engineering
June, 1998	Adoption of Final Capital and Operations Finance Plan
June, 1998	Selection of General Contractor
Sept, 1998	Formation of the Local Improvement District
Nov, 1998	Selection of a Streetcar Manufacturer
Feb, 1999	Adoption of Final Engineering
Apr, 1999	Begin Construction
Dec, 2000	Revenue Service Begins

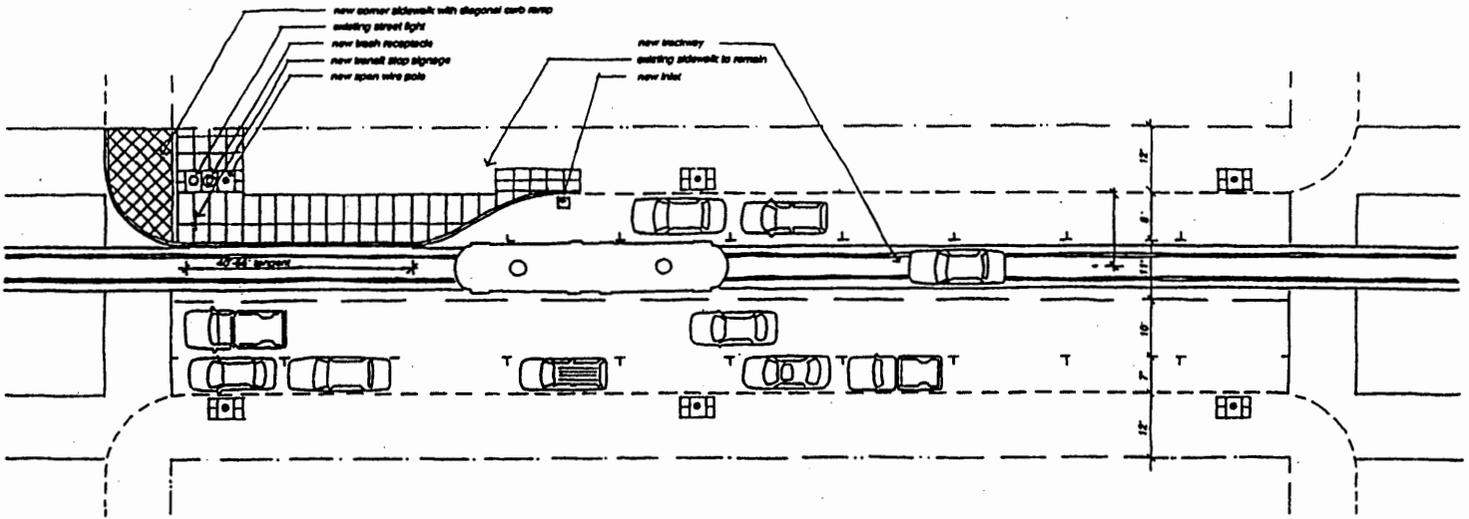


N.W. 23RD AVE.

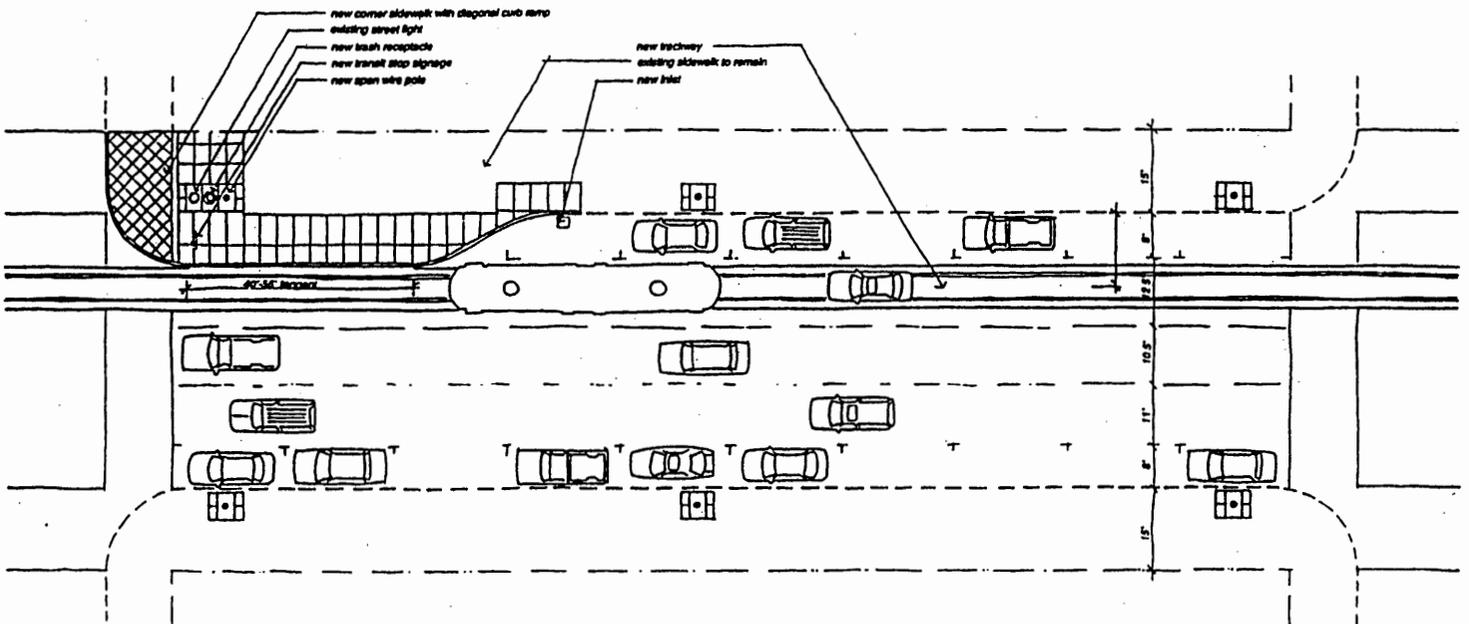


PROPOSED MARSHALL ST.
PLATFORM

N.W. MARSHALL ST.

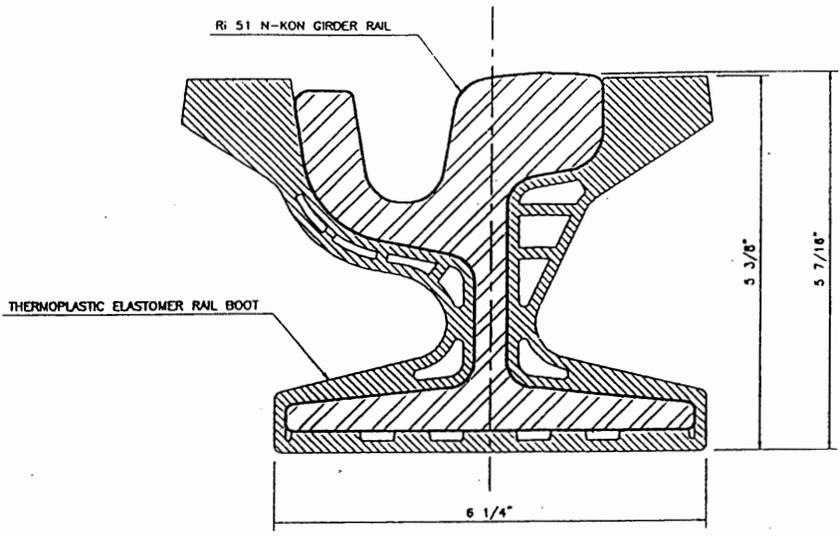


60' RIGHT-OF-WAY PLAN-BLOCK AT STOP

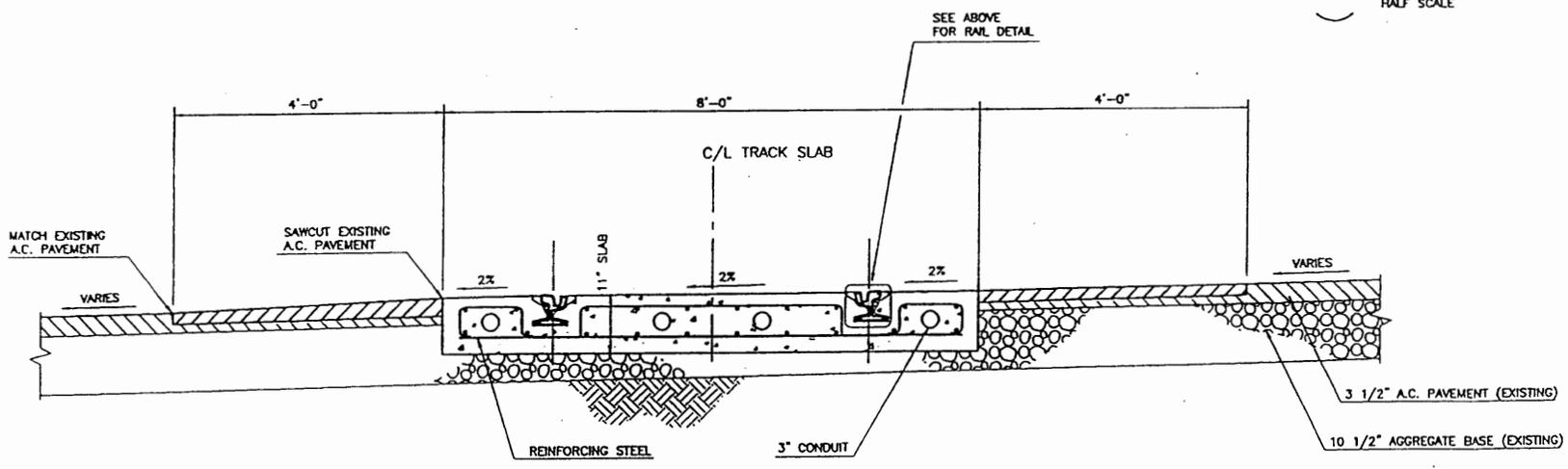


80' RIGHT-OF-WAY PLAN - BLOCK AT STOP





1 RAIL DETAIL
HALF SCALE



2 TRACK SECTION
SCALE: 1"=2'-0"

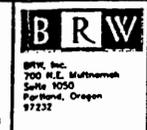
172716

CONSTRUCTED BY	DESIGNED BY	DATE APPROVED
PROJECT COMPLETED	SF	
MAP CORRECTED BY	DRAWN BY	DR. ENOZLEN
DATA ENTERED ON 1/4 SCALE BY	CHECKED BY	
DATA ENTERED ON DISTAMP BY	CHECKED BY	SBM
DESCRIPTION	APPD.	
REVISION		FINAL MAP DATA



APPROVALS:	
PRINCIPAL ENGINEER	REG. PROF. ENGR. NO.
CITY ENGINEER	REG. PROF. ENGR. NO. 8845

CITY OF PORTLAND, OREGON
PORTLAND
 OFFICE OF TRANSPORTATION
 COMMISSIONER
 CITY ENGINEER



CENTRAL CITY STREETCAR
 TRACK SLAB
 ALTERNATIVE 1
 Portland Streetcar Inc.
 RI 51 N-KON GIRDER RAIL

1/4" = 1'-0"
 JOB NO. 391
 SHEET NO. KDC

Project Budget - Adopted June, 1998

REQUIREMENTS

<u>Element</u>	<u>Total Cost</u>
Utilities	\$326,500
Roadway	\$2,900,000
Rail & Electrical	\$13,742,500
Subtotal	\$16,969,000
Traffic Control and Mobilization	2,206,000
Civil & Electrical Construction Subtotal	\$19,175,000
Estimating Contingency	2,301,000
Subtotal	\$21,476,000
Inflation	1,503,000
Contract Amount	\$22,979,000
Construction Contingency	1,379,000
Final Engineering	2,051,000
Construction Management	1,838,000
Total Engineering & Civil & Electrical Construction	\$28,247,000
Carbarn Design & Construction	\$3,995,000
Vehicles*	\$9,758,000
TOTAL PROJECT	\$42,000,000

*To be funded by resources other than LID Assessment

Project Budget - Adopted June, 1998

RESOURCES

<u>Funding Source</u>	<u>Amount</u>
Local Improvement District	\$8,000,000
Federal Grant	\$5,000,000
Parking Facility Cash	\$2,000,000
Parking Garage Revenue Bonds	\$27,000,000
TOTAL	\$42,000,000

LOCAL IMPROVEMENT DISTRICT

The Local Improvement District shall include property declared to be all lots, parts thereof and parcels of land, excepting federally-owned property and owner occupied residences, within the boundaries shown on the map which follows and which boundaries are described below:

Beginning at the intersection of SW Broadway and the I-405 Freeway; then north on SW and NW Broadway to the north right of way line of NW Lovejoy; east along the north right of way line of NW Broadway to the west line of the Portland Terminal Railroad Company right of way; northwest along the west line of the Portland Terminal Railroad Company right of way to the east end of NW Thurman at NW 14th; south on NW 14th; east to the terminus of NW Savier; south along the east line of Lots 6&7, Block 3 of Watsons addition; west along the south line of Lot 6, Block 3 of Watsons Addition; south on NW 14th; east to the terminus of NW Raleigh; south on NW 13th; east to the terminus of NW Quimby; south on NW 12th; west on NW Pettygrove; south on NW 24th; east on NW Johnson; southerly along the I-405 Freeway to its intersection with SW Broadway.

ORDINANCE No. 17 2716

*Create the Central City Streetcar Phase I Project Local Improvement District to assist in funding the capital cost of the Central City Streetcar Phase I Project. (Hearing; Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. On July 30, 1997, the City Council by way of Substitute Resolution No. 35663 adopted the specific project elements and the preliminary design and engineering of those elements for the Central City Streetcar Phase I Project.
2. On June 25, 1998, the City Council adopted Resolution 35708, which approved the final Central City Streetcar Capital Finance Plan and the final Central City Streetcar Operations Finance Plan and which requested that Portland Streetcar, Inc. (PSI) file petitions demonstrating property owner support for an \$8.32 million Local Improvement District (LID).
3. On August 26, 1998, the City Council adopted Resolution 35721, which acknowledged receipt of petitions from owners of more than 50% of the property within the proposed boundaries of the LID.
4. Resolution 35721 also accepted the Program Statement for the Central City Streetcar Phase I Project to comply with the requirement to file construction plans and specifications and engineering estimates; declared Council's purpose and intention to undertake improvements in accordance with the Project Program Statement and directed the Portland Office of Transportation (PDOT) to give notice to property owners.
5. On August 28, 1998, PDOT notified property owners within the proposed Central City Streetcar LID. The notice included: the date of the notice, the name of the proposed district, a description of the proposed district, a statement apprising property owners of the type and scope of improvements to be made, the total estimated cost of the improvement, the elements of the assessment formula, the description of the owner's property, the estimated assessment for the particular property, a statement that the plans and specifications were available for public inspection and where they could be reviewed, a statement regarding the right to remonstrate, the date of the last day for filing remonstrances and the date, time and place of the public hearing.
6. The Council received eight (8) remonstrances, considered them and found that each property receives special and peculiar benefit.

7. The project shall include all properties within the boundaries as shown in Exhibit A and as described below:

Beginning at the intersection of SW Broadway and the I-405 Freeway; then north on SW and NW Broadway to the north right of way line of NW Lovejoy; east along the north right of way line of NW Broadway to the west line of the Portland Terminal Railroad Company right of way; northwest along the west line of the Portland Terminal Railroad Company right of way to the east end of NW Thurman at NW 14th; south on NW 14th; east to the terminus of NW Savier; south along the east line of Lots 6&7, Block 3 of Watsons Addition; west along the south line of Lot 6, Block 3 of Watsons Addition; south on NW 14th; east to the terminus of NW Raleigh; south on NW 13th; east to the terminus of NW Quimby; south on NW 12th; west on NW Pettygrove; south on NW 24th; east on NW Johnson; southerly along the I-405 Freeway to its intersection with SW Broadway.

8. All property within the LID receives special and peculiar benefit from the improvements and, except for federally-owned property and owner-occupied residences, will be assessed a portion of the LID costs.
9. The total maximum assessment amount of the project shall be \$8.32 million, including actual administrative costs not to exceed \$320,000, and will be apportioned substantially in accordance with the methodology shown in Exhibit B, Petition for Creation of a Local Improvement District (LID) to Fund Capital Improvements Related to the Central City Streetcar Phase I, Exhibit C, prepared by E.D. Hovee & Company, concludes that the assessment methodology is appropriate and that the benefit is apportioned reasonably among the five land use categories.
10. The assessments will be made substantially in accordance with the other conditions as shown in Exhibit B.
11. Exhibit D provides a copy of the public notice posted in the district and Exhibit E is the Program Statement for the Central City Streetcar Phase I Project.

NOW, THEREFORE, the Council directs:

- a. There is hereby created the Central City Streetcar Phase I Project Local Improvement District as adopted by this Ordinance, with the boundaries as shown in Exhibit A, and for the purposes set forth herein.
- b. The improvements shall be made in substantial accordance with those described in the Project Program Statement as shown in Exhibit E.

- c. The City Auditor shall assess no more than \$8.32 million of the actual costs of the improvements, apportioned on the basis provided herein on benefitted property as shown in Exhibit B, and assessed after completion of the improvements which is estimated to be after July 4, 2000.
- d. PDOT shall negotiate Contracts for General Construction and Streetcar Vehicle Procurement, under the terms and conditions of the approved alternative contracting process.
- e. The City Auditor shall obtain necessary construction financing required to pay for the LID portion of the improvements.

Section 2. The Council declares an emergency exists because of the need to order capital items with long lead times that could adversely affect both schedule and budget of the project; therefore, this Ordinance shall be in full force and effect from and after its passage by Council.

Passed by the Council, SEP 23 1998

Commissioner Charlie Hales
Vicky Diede:slg
September 17, 1998
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BY

BARBARA CLARK
AUDITOR OF THE CITY OF PORTLAND

Barbara Olson

DEPUTY

- 1384

Agenda No.

ORDINANCE NO. 172716

Title

*Create the Central City Streetcar Phase I Project Local Improvement District to assist in funding the capital cost of the Central City Streetcar Phase I Project. (Hearing; Ordinance)

INTRODUCED BY	Filed: SEP 18 1998
Commissioner Charlie Hales	Barbara Clark Auditor of the City of Portland
NOTED BY COMMISSIONER	
Affairs	
Finance and Administration	By: <i>Britt Olson</i> Deputy
Safety <i>Charlie Hales</i>	
Utilities	For Meeting of:
Works	
BUREAU APPROVAL	ACTION TAKEN:
Bureau: Transportation Engineering & Development	
Prepared by <i>VD</i> Date Vicky Diede:slg September 17, 1998	
Budget Impact Review: <input checked="" type="checkbox"/> Completed <input checked="" type="checkbox"/> Not Required	
Bureau Head: <i>BW</i> Brant Williams, P. E.	

AGENDA		FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
			YEAS	NAYS
Consent	Regular <input checked="" type="checkbox"/>			
NOTED BY		Francesconi	Francesconi	✓
City Attorney		Hales	Hales	✓
City Auditor		Kafoury	Kafoury	✓
City Engineer: Brant Williams		Sten	Sten	✓
Approved By <i>Brant Williams</i>		Katz	Katz	✓