

ORDINANCE No. 185525

*Authorize Master Agreement on Streetcar between TriMet and the City
(Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. This Agreement is expected to serve as an overarching agreement covering policy, coordination, and decision-making structure of the current and future Streetcar.
2. A fundamental guiding policy behind this agreement is the Region 2040 Growth Concept which calls for housing and employment growth to be focused into more active, mixed use, pedestrian-friendly activity centers that are connected by high-capacity transit corridors. One of the key ingredients to success for these activity centers is providing a multi-modal transportation system that ensures transportation choices and the continued mobility of people and goods throughout the region.
3. The development of the streetcar system and frequent bus network is essential to supporting healthy neighborhoods and districts and creating the “shape” of Portland. The system has strengthened development in the 2040-defined Central City and helped encourage development and activity in keeping with the regional vision.
4. The City of Portland (COP) desires to deliver on the 2040 vision and has expectations to capture a significant share of the region’s projected population growth and to efficiently serve that growth long into the future without a major increase in highway or road capacity.
5. The extent of existing infrastructure makes the City well poised to address its growth potential by increasing transportation capacity with a balanced, multimodal system based on transit, bicycles, and pedestrians. The transit portion of this system will be a seamless balance of bus, light rail, streetcars, and ADA transportation.
6. The City and TriMet have citywide and regional mobility goals as well as Streetcar development goals. The City’s goals for development are enhanced by providing mobility and circulation via the streetcar, frequent bus service, and other transit. TriMet’s goals are enhanced by focusing development in activity centers and on high-activity corridors.
7. The City of Portland and TriMet have a long history of partnership on the planning, funding, construction and operations of this integrated transit network. The City of Portland has been a major supporter and financial contributor to TriMet transit system expansions. In turn, TriMet has supported the City of Portland’s pursuit of developing the Streetcar system.

8. The City has been entirely responsible for the ownership, planning, construction, management, and capital financing of the streetcar system and has pursued its expansion with the assistance of private and institutional partners convened through Portland Streetcar, Inc. (PSI), a non-profit private corporation, which also assists in securing private funding for construction.
9. The City and TriMet jointly fund the operations of the existing streetcar network through a City of Portland contract with Portland Streetcar, Inc.
10. TriMet and Metro, the regional planning entity, assist the City of Portland in the preparation of federal environmental documentation and by making requests to the federal government for construction financing, with the City of Portland as a subrecipient.
11. The City of Portland completed the Portland Streetcar System Concept Plan, adopted by City Council on September 9, 2009 to help guide the potential expansion of the Streetcar system.
12. Although the streetcar already has a place in the regional transit network, it is important that this agreement identify activities and responsibilities necessary to pursue the build out to its full potential and manage its ongoing operations

NOW, THEREFORE, the Council directs:

- a. That the Commissioner-in-Charge and the Auditor are authorized to sign the attached Agreement, substantially in accordance with the original of this ordinance and, by reference, made a part hereof.
- b. City staff are directed to pursue the Processes, Procedures and Work Programs identified in Exhibit A to the Agreement.

Section 2. The Council declares that an emergency exists because a delay in implementation of the accompanying operations agreement would interfere with the timely payments to and from TriMet for the operation and maintenance of the Portland Streetcar system; therefore, this Ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council, JUL 25 2012

Mayor Sam Adams
Prepared by: Art Pearce:slg
Date Prepared: July 9, 2012

LaVonne Griffin-Valade

Auditor of the City of Portland

By

Gayla Jennings

Deputy

868

Agenda No. **185525**
ORDINANCE NO.
 Title

*Authorize Master Agreement on Streetcar between TriMet and the City of Portland (Ordinance)

INTRODUCED BY Commissioner/Auditor: MAYOR SAM ADAMS <i>K. O'Brien on behalf of Mayor Adams</i> COMMISSIONER APPROVAL	CLERK USE: DATE FILED <u>JUL 20 2012</u> LaVonne Griffin-Valade Auditor of the City of Portland By: <u><i>[Signature]</i></u> Deputy ACTION TAKEN:
Mayor—Finance and Administration - Adams	
Position 1/Utilities - Fritz	
Position 2/Works - Fish	
Position 3/Affairs - Saltzman	
Position 4/Safety - Leonard	
BUREAU APPROVAL	
Bureau: Bureau of Transportation Group Manager: Greg Jones Development & Capital Program Other: <i>[Signature]</i>	
Prepared by: Art Pearce:slg Date Prepared: July 9, 2012 <i>AMP</i>	
Financial Impact & Public Involvement Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required <input type="checkbox"/>	
Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Council Meeting Date July 25, 2012	
City Attorney Approval	

AGENDA TIME CERTAIN <input checked="" type="checkbox"/> Start time: 2:45 pm Total amount of time needed: 30 minutes (for presentation, testimony and discussion) CONSENT <input type="checkbox"/> REGULAR <input type="checkbox"/> Total amount of time needed: _____ (for presentation, testimony and discussion)	<i>1 of 2</i>
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FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:		
		YEAS	NAYS
1. Fritz	1. Fritz	<input checked="" type="checkbox"/>	
2. Fish	2. Fish	<input checked="" type="checkbox"/>	
3. Saltzman	3. Saltzman	<input checked="" type="checkbox"/>	
4. Leonard	4. Leonard	<input checked="" type="checkbox"/>	
Adams	Adams	<input checked="" type="checkbox"/>	