

[Home](#) / [Council Documents](#)

191158

Ordinance

Authorize the Chief Administrative Officer or designee to negotiate and execute one or more lease agreements for storage space to support the Portland Bureau of Transportation Portland Streetcar operations

Passed

The City of Portland ordains:

Section 1. The Council finds:

1. The Portland Bureau of Transportation ("PBOT")'s Portland Streetcar ("Streetcar") began service July 20, 2001, with a 2.4-mile alignment from Portland State University to NW 23rd Avenue. Today, after more than 20 years of service, the Streetcar operates three lines around 16-miles of track in the Central City.
2. PBOT is responsible for all Streetcar assets which includes 17 trains, 14 substations and various equipment, switches, and signals. The main Streetcar facility ("Facility") is located in NW Portland and consists of two separate buildings with storerooms that are not accessible by forklift. The larger inventory items all require a forklift to move them and must be accessible by the workgroup, which includes TriMet employees, 7 days a week, 20 hours a day including all holidays.
3. City Binding Policy ADM 13.01 directs bureaus to locate their operations in City owned or controlled facilities when these facilities reasonably meet the business need of the bureaus. Resolution No. 37017 reaffirmed ADM 13.01 and directed OMF to work with bureaus to fully implement relevant policies by bringing City operations back into City-owned facilities when cost effective to do so, and to bring leases or rental agreements to Council for approval.
4. OMF and PBOT have strategically assessed the space needs against availability of space in existing City-owned facilities and there are no viable options within City-owned facilities to provide sufficient space

Introduced by

[Mayor Ted Wheeler](#)

Bureau

[Facilities; Management and Finance](#)

Contact

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Coordinator III

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Requested Agenda Type

Consent

Date and Time Information

Requested Council Date

February 1, 2023

to accommodate PBOT's Streetcar specific space requirements to be near the main Facility.

5. Streetcar has historically leased storage near the Facility to transport these items easily over to the Facility and avoid the need for a flatbed vehicle. PBOT's current leased space expires April 30, 2023, and OMF desires to support PBOT with lease extension negotiations and, if needed, identify non-City owned spaces and negotiate commercially reasonable rental rates and terms for a new space.
6. The expected financial impact is estimated at \$5128.86 monthly which is already built into the budget for FY22/23 and moving forward. Annual increases over the term are estimated at 3%.

NOW, THEREFORE, the Council directs:

- A. The Chief Administrative Officer or designee is authorized to execute any relevant documents including, but not limited to, amendments and extensions necessary to lease property for Portland Bureau of Transportation's Streetcar storage purposes. Subject to OMF strategically assessing availability of City-owned properties first and consistent with Section 1 findings, all documents will be reviewed by the Office of Management and Finance's Planning and Portfolio Management team for commercially acceptable terms and condition and approved as to form by the City Attorney prior to execution.

An ordinance when passed by the Council shall be signed by the Auditor. It shall be carefully filed and preserved in the custody of the Auditor (City Charter Chapter 2 Article 1 Section 2-122)

Passed by Council
February 1, 2023

Auditor of the City of Portland
Simone Rede

Impact Statement

Purpose of Proposed Legislation and Background Information

The Portland Bureau of Transportation ("PBOT")'s Portland Streetcar ("Streetcar") began service July 20, 2001, with a 2.4-mile alignment from Portland State University to NW 23rd Avenue. Today, after more than 20 years of service, the Streetcar operates three lines around 16-miles of track in the Central City.

PBOT is responsible for all Streetcar assets which includes 17 trains, 14 substations and various equipment, switches, and signals. The main Streetcar facility ("Facility") is located in NW Portland and consists of two separate buildings with storerooms that are not accessible by forklift. The

larger inventory items all require a forklift to move them and must be accessible by the workgroup, which includes TriMet employees, 7 days a week, 20 hours a day including all holidays.

OMF and PBOT have strategically assessed the space needs against availability of space in existing City-owned facilities and there are no viable options within City-owned facilities to provide sufficient space to accommodate PBOT's Streetcar specific space requirements to be near the main Facility.

Financial and Budgetary Impacts

The expected financial impact is estimated at \$5128.86 monthly which is already built into the budget for FY22/23 and moving forward. Annual increases over the term are estimated at 3%.

Community Impacts and Community Involvement

The Streetcar mission is to provide innovative transportation that reduces pollution and congestion, while facilitating an equitable, safe, and reliable mode of transportation. Streetcar having a parts storage near the repair facility, that is accessible by contracted TriMet employees on nights/weekends/holidays is imperative to performing timely repairs to assets.

Agenda Items

74 Consent Agenda in [January 25, 2023 Council Agenda](#)

Passed to second reading

Passed to second reading February 1, 2023 at 9:30 a.m.

96 Consent Agenda in [February 1-2, 2023 Council Agenda](#)

Passed

Commissioner Carmen Rubio Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Absent