

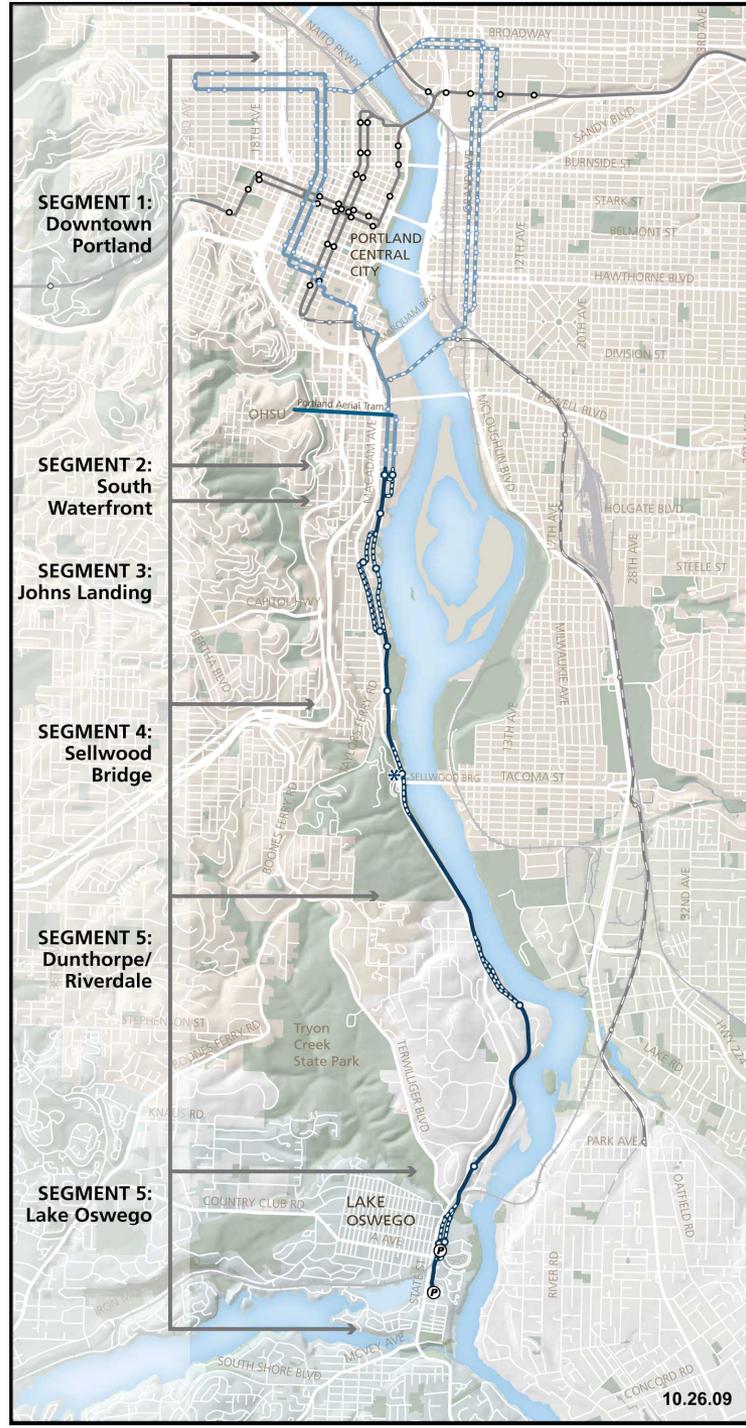
Lake Oswego to Portland Transit Project

- Process to Locally Preferred Alternative (LPA)
- Reasons to Support LPA
- Capital Financing
- Benefits to Portland and Region



Process

- Draft Environmental Impact Statement (DEIS) issued in November 2010
- 60-day Public Comment ended Jan. 31



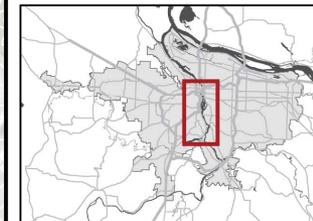
Streetcar Alternative and Design Options

Streetcar Alternative

- Streetcar alternative
- - - Streetcar alternative design option
- station
- * Streetcar Minimum Operable Segment (MOS)
- Ⓟ park-and-ride

Transit: existing/planned

- Streetcar, existing
- - - Streetcar, under construction/planned
- MAX, existing
- - - MAX, planned
- Portland Aerial Tram
- Railroads



Process

Support and Endorsements

- North Macadam URAC - January 13th
- South Portland Neighborhood Association - January 17th
- Portland Bicycle Advisory Committee - January 24th
- Portland Pedestrian Advisory Committee - January 24th
- LOPT Community Advisory Committee - February 7th
- LOPT Project Management Group - February 16th
- LOPT Steering Committee - Feb 28th
- LO Chamber of Commerce - March 3rd
- Planning and Sustainability Commission - March 8th
- Lake Oswego City Council – April 19th

Process

- LPA recommends the streetcar mode and the Macadam-in-street option in Johns Landing

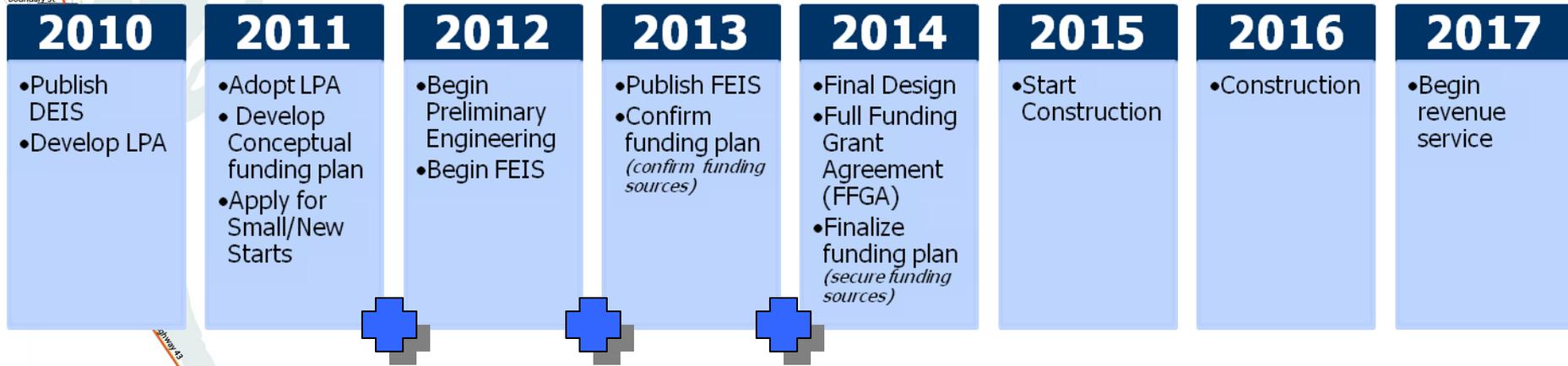


Process

- City Council and project partners endorsement of the LPA advances project to next steps
- PBOT recommends additional tasks to inform FTA New Starts application (summer/fall 2011)
 - Additional engineering studies and narrowing of design options
 - Higher confidence level cost estimate, schedule and funding plan
 - Report back to City Council
- Prepare New Starts application (early 2012)
 - Federal Transit Administration (FTA) will evaluate New Starts application and prepare a New Starts rating for the project
- City Council decision needed to enter PE in spring 2013



Process: Project Timeline



- Completion of the DEIS is the first step in a long process
- LPA Process will decide which option to advance to PE/FEIS – Does not represent final approval of the project
- Multiple future opportunities to approve the project 



Reasons to Support LPA Uses publicly owned WSL ROW

- In 1988 local leaders had the foresight to purchase Willamette Shore Line right of way between downtown Portland and Lake Oswego
- That \$2 million investment was part of a long-term vision to bring high capacity transit choices to all parts of our region
- Willamette Shore Line is worth about \$80 million today, a 39 to one return on investment (ROI)
- The region has seriously evaluated the most effective use of this asset with the DEIS



Reasons to Support LPA Focused Higher Density Development in Centers

- Consistent with local and regional land use and development goals and objectives
 - John's Landing Main Street
 - Lake Oswego Town Center and Foothills
- Orients density to existing services within the urban growth boundary



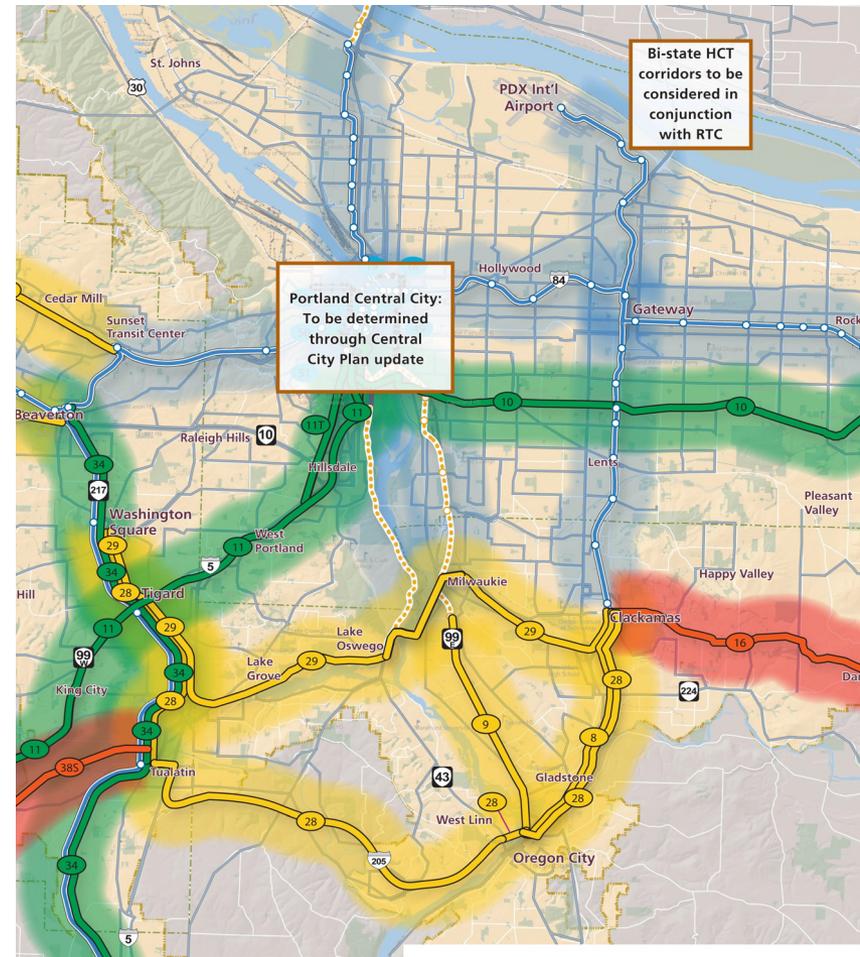
Reasons to Support LPA

Building system connectivity

- Supports Metro's High Capacity Transit network
 - Adopted by JPACT and Metro Council June 2010
- Next regional priority HCT project
- First rapid streetcar project



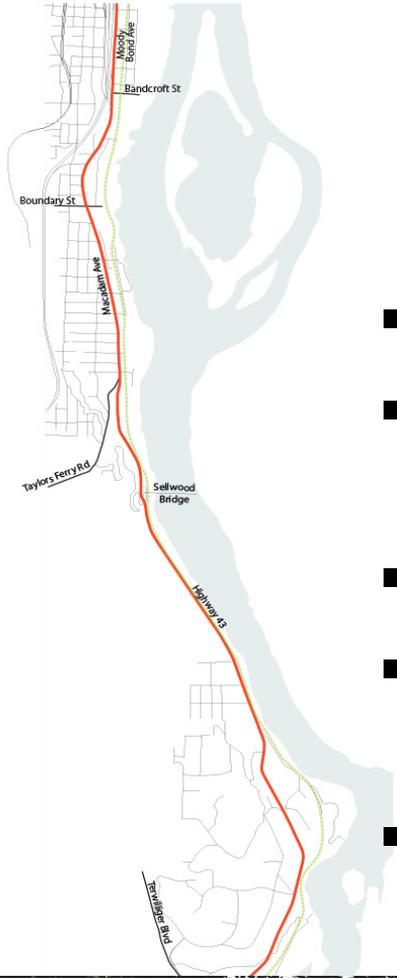
Taylor's Fen



Reasons to Support LPA

Hwy 43 capacity is limited

- Historic and projected traffic congestion
- Increasing transit travel times and deteriorating reliability
- Increasing transit operating expenses
- Topographic, geographic and built environment constraints
- WSL is unique opportunity in constrained Southwest quadrant



Reasons to Support LPA Higher Ridership

Regional streetcar service operating on the WSL provides higher ridership than enhanced bus option

	2035 ridership	Change from no-build	Percent change from no-build
No-build*	6,920	n/a	n/a
Enhanced bus	9,810	2,890	42%
Streetcar	11,170 to 11,920	4,250 to 5,000	61% to 72%

* No-build does not meet future demand of 8,590



Reasons to Support LPA Faster Service

- The streetcar would offer the fastest travel times
- In the 2035 peak hour between Lake Oswego and PSU, the streetcar would:
 - ✓ Provide a 33 minute walk and streetcar travel time
 - ✓ Save 9-13 minutes of total travel time over the No Build
 - ✓ Be 6-10 minutes faster than the Enhanced Bus



Reasons to Support LPA

Lowest operating costs

The regional streetcar service would be operated by TriMet at lower cost than the enhanced bus

(in 2010 dollars)	Corridor streetcar	Corridor bus	Total corridor transit	Change from no-build
No-build	n/a	\$26,710,000	\$26,710,000	n/a
Enhanced bus	n/a	\$29,500,000	\$29,500,000	\$2,790,000
Streetcar	\$3,780,000	\$24,180,000	\$27,960,000	\$1,250,000

Difference between streetcar and enhanced bus: \$1,540,000 annually

- Streetcar costs reflect service between Lowell Street in Portland (the current streetcar terminus) and Lake Oswego as well as increased service on the existing alignment to support greater passenger loads resulting from the extension to Lake Oswego.

- Corridor bus costs include all buses operating within a geographic travel shed between Portland and Lake Oswego, both in a north-south orientation and an east-west orientation.

Reasons to Support LPA Regional Bus Service Unaffected

“TriMet is committed to restoring productive bus service as the economy recovers.”

Because it is cheaper to operate the streetcar than meet the projected demand with bus service, “TriMet would have more resources to operate service elsewhere in the region *with* the streetcar alternative than without it.”

Letter from TriMet General Manager Neil McFarlane to LOPT Steering Committee, March 16, 2011



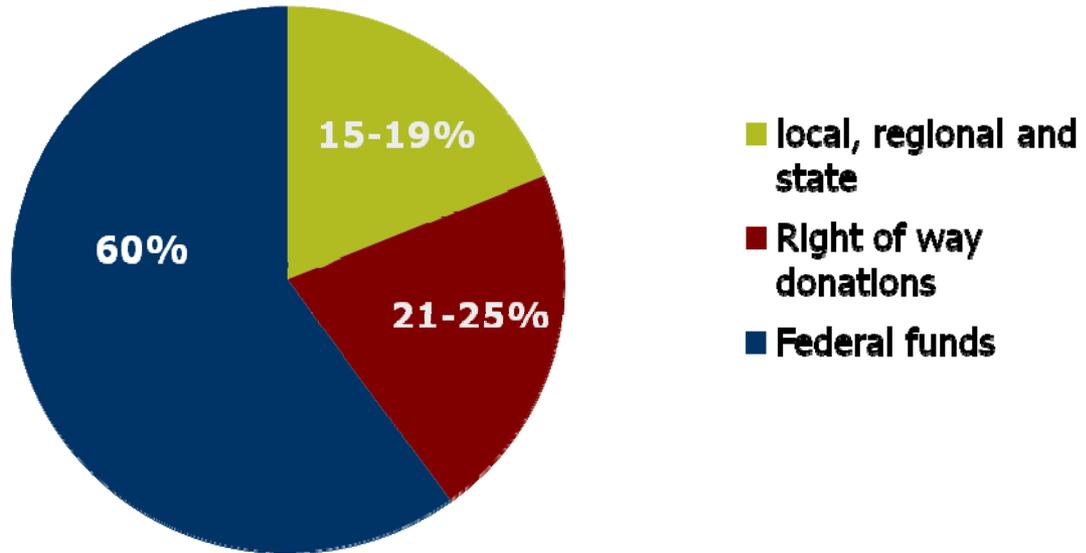
Capital Financing

DEIS Estimated Project Cost Range (2010\$): \$290M-\$350M

- Includes ROW, streetcar vehicles needed in 2035

LPA Estimated Project Costs (2010\$): \$205M to \$242M

- Based on narrowed alignment options
- Streetcar vehicles needed for first 10 years
- Excludes ROW value



Capital Financing

- Financed by Federal, State and Local Revenues
- \$14M estimated capital cost to City
 - John's Landing Local Improvement District
 - Potential SDC and General Transportation Revenue contribution
 - Includes South Portal transit improvements
- No Urban Renewal Area funds will be used



Capital Financing

- Value of WSL will be used as local match to FTA New Starts Grant

\$80M estimated current ROW value

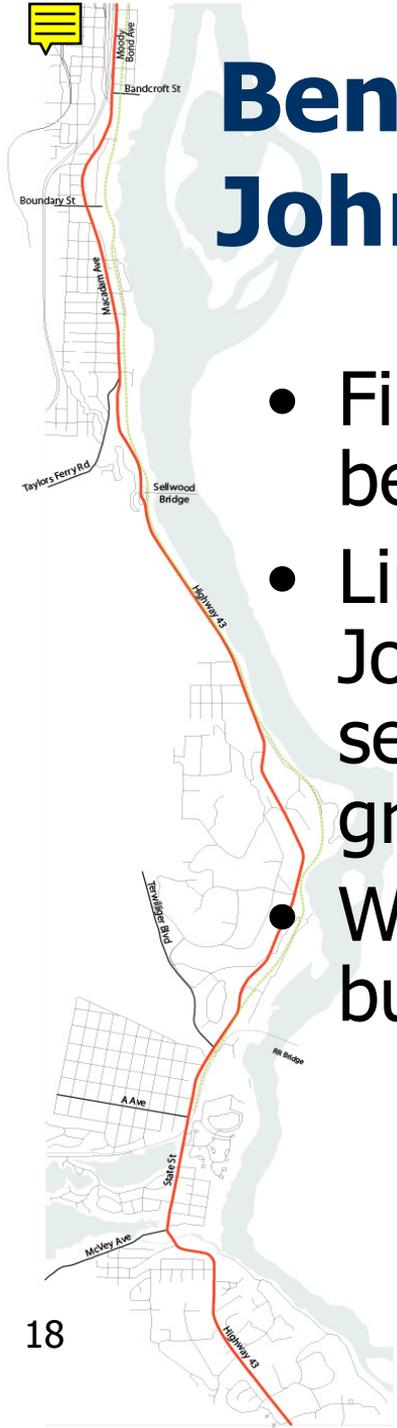
\$30M other local match

\$110M Total local match



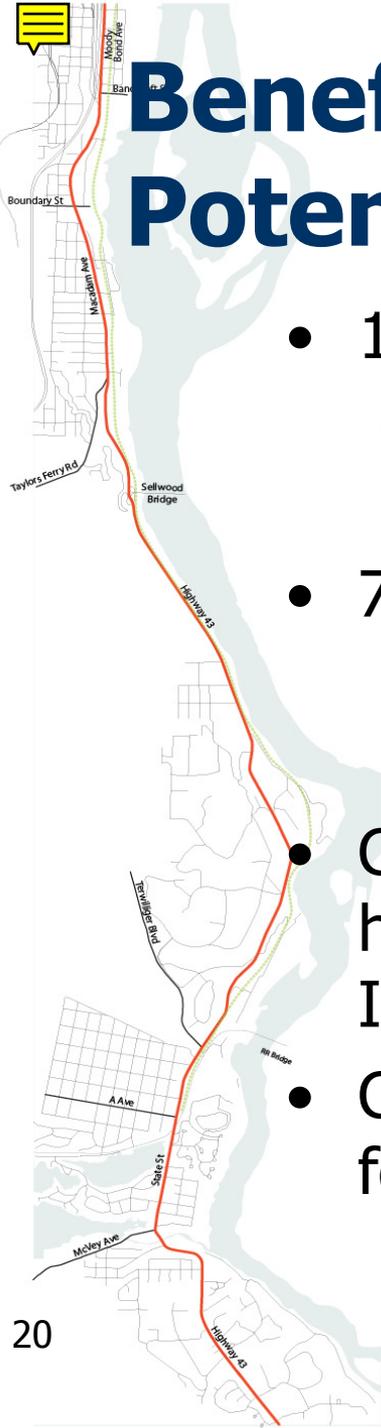
Benefit: Streetcar in John's Landing

- First streetcar extension beyond Central City
- Links South Waterfront to John's Landing neighborhood services including a major grocery
- Will energize Macadam businesses



Benefit: Development Potential

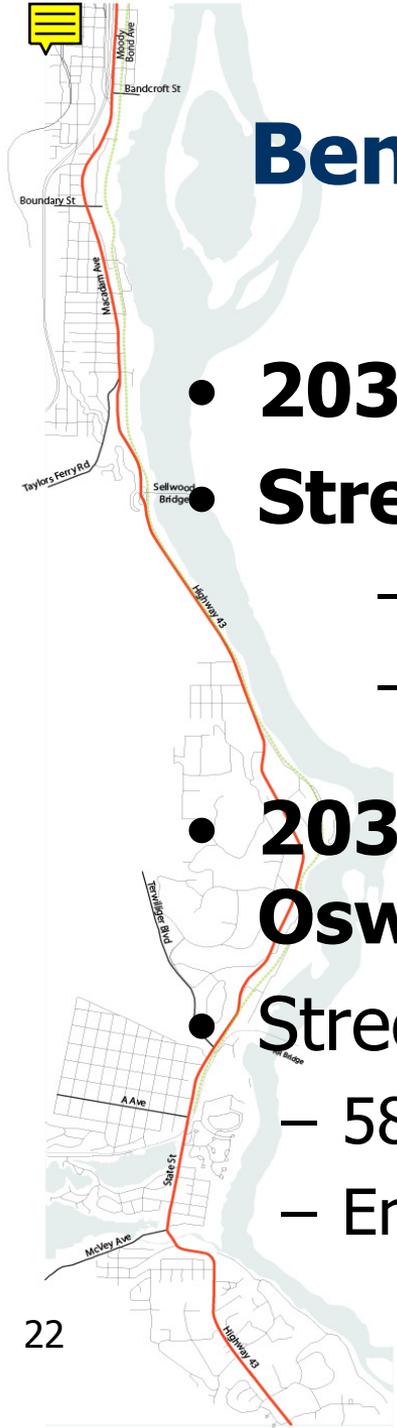
- 1.2M Commercial
 - \$360M construction value @ \$300/S.F.
- 740 Housing Units
 - \$185M construction value @ \$250K/Unit
- City contribution of \$14M helps catalyze \$545M Private Investment w/in 3 blocks
- Coordinate with BPS and PHB for affordable housing



Benefit: Development Potential

- Estimated property tax revenue from potential development = \$7M annually
- Estimated SDC revenue from potential development = \$5.2M





Benefit: Addresses Climate Change

- **2035 Carbon Dioxide (CO₂) Emissions**

- **Streetcar**

- 40.51 to 42.12 tons/day reduction in CO₂

- Enhanced Bus (25.40 tons/day reduction)

- **2035 Fuel Consumption in the Lake Oswego to Portland Transit Corridor**

- **Streetcar**

- 58,000 to 66,400 gallons/year reduction

- Enhanced Bus (13,500 gallons/year reduction)

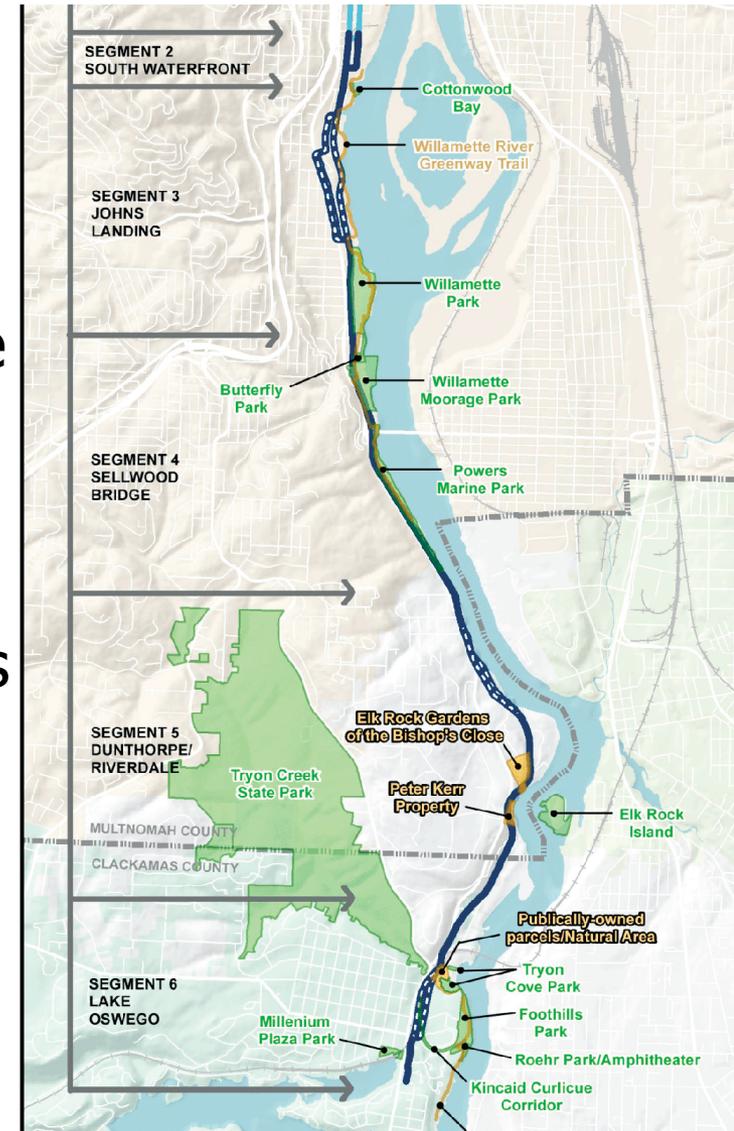
Benefit: Local Streetcars, Local Jobs

- Purchase streetcars from Oregon Iron Works
 - 6 new streetcars initially needed for transit service creates 90 jobs
- Transit Capital Construction
 - Est. 1480 construction jobs associated with the transit project (DEIS)
- Development Project Construction
 - Est. 6 jobs per million of construction
 - \$545M = 3,000 construction jobs



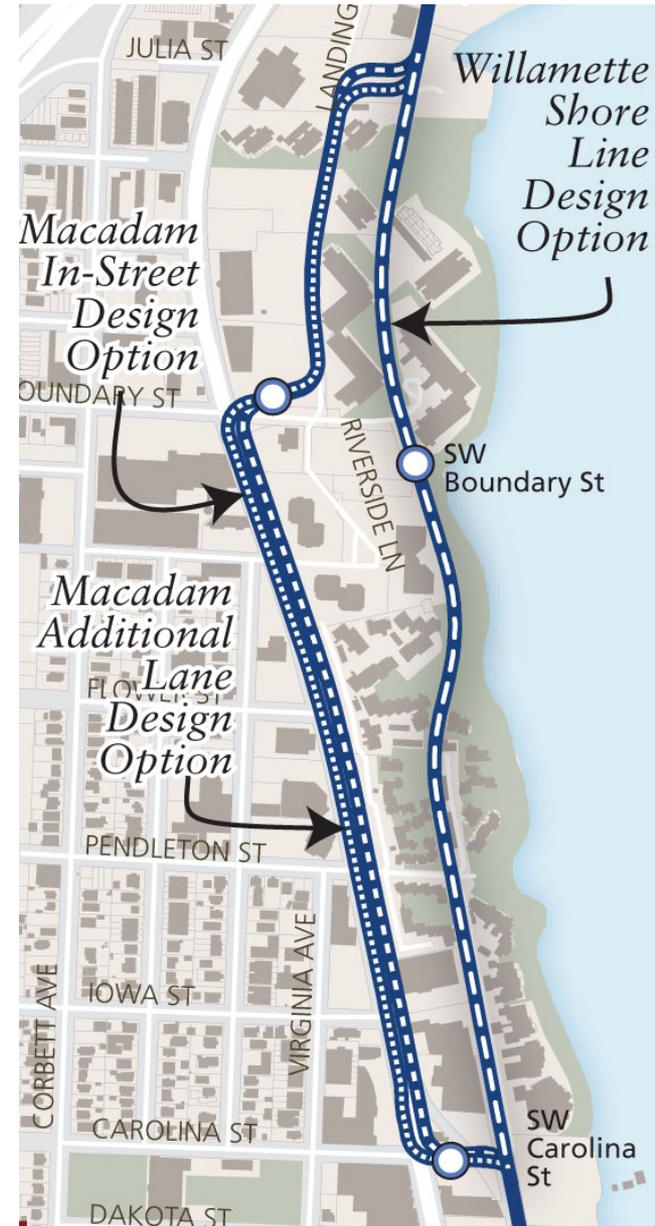
Benefit: Competing to Compatible Interests

- WSL connects urban growth centers along constrained transportation corridor
- WSL runs parallel/through 2.5 mile Portland Parks corridor, BES properties
- Will coordinate Sellwood Bridge, transit and trail projects with Parks Bureau and BES objectives
- Project will be designed in consultation with Parks and BES staff



Benefit: Neighborhood Agreement

- Removes transit from Condo area
- Converts WSL ROW in Condo area to pedestrian and bicycle use
- Enhances Willamette Greenway
- Provides traffic calming on Macadam
- Agreement after 23 years of disagreement

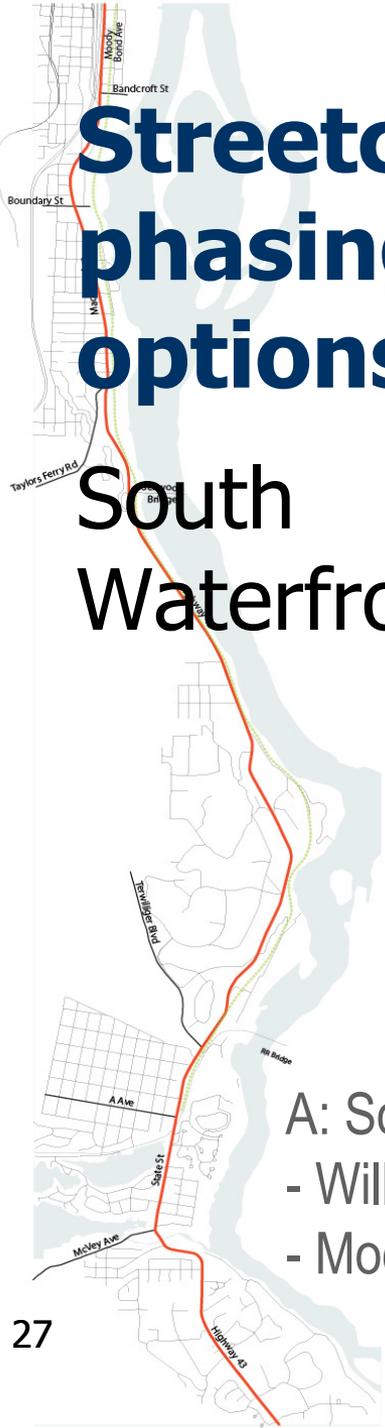


Summary

- Adoption of the LPA expresses City Council preference to the transit mode and the alignment in Johns Landing
- LPA est. project costs: \$205 - \$242M (2010 \$)
- The Willamette Shoreline Right of Way represents about 75 percent of the local match to state and federal funds
- City and project staff to conduct additional work to inform FTA New Starts application and provide a report to Council by January 2012

Streetcar phasing options—

South Waterfront



A: South Waterfront

- Willamette Shore Line phasing option
- Moody/Bond couplet extension



-  Streetcar alignment common for all options
-  Streetcar options
-  Streetcar options

Streetcar design options—

Johns Landing

- B:Johns Landing Design Options
- Willamette Shore Line
 - Macadam In-Street
 - Macadam Additional Lane

-  Streetcar alignment common for all options
-  Streetcar options

