185801

Close the Loop Streetcar

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Central City Streetcar Loop

Proposed in 1987 by Commissioner Earl Blumenauer

1988 Central City Plan:
"Transit Loop binds the eastside and westside of the river"

"As development occurs, the loop becomes more and more significant to the form and function of the Central City"

Central Loop (CL) Line from PSU to OMSI opened September 2012

City, PSI, TriMet and Partners have been actively pursuing "closing the loop" since 2009

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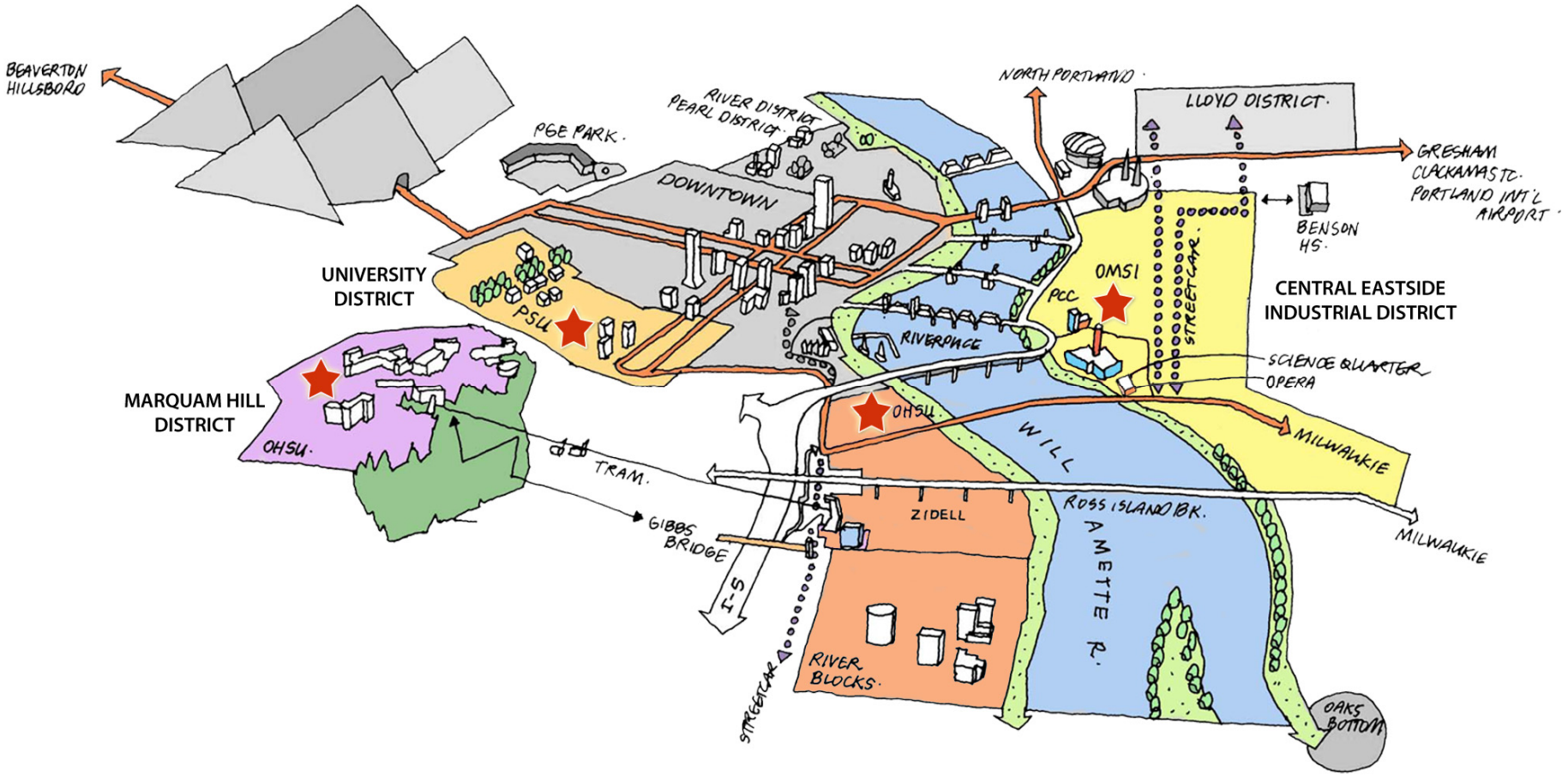
Central City Streetcar Loop

- **Important transit connection to realize the synergies of Portland's Innovation Quadrant**

- **IQ Districts, major employers and institutions are projected to grow by approximately 30,000 jobs and 11,000 households over 30 years**



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“Close the Loop” Streetcar

- **Completes the remaining elements required to assure that the Portland Streetcar Loop can be operational in 2015**

- **3 remaining elements:**
  1) Eastside Streetcar connections to the PMLRT Bridge
  2) Stephens Turnback
  3) Automatic Train Stop (ATS) Safety Equipment

- **Must be pursued now to capitalize on TriMet PMLRT construction**

- **$5.4M in future revenue eligible through IQ TSDC Overlay (20 year fee adopted by Council in 2011)**

- **Need to finance TSDC funding for the project and repay with future IQ TSDC Overlay revenue as growth occurs.**

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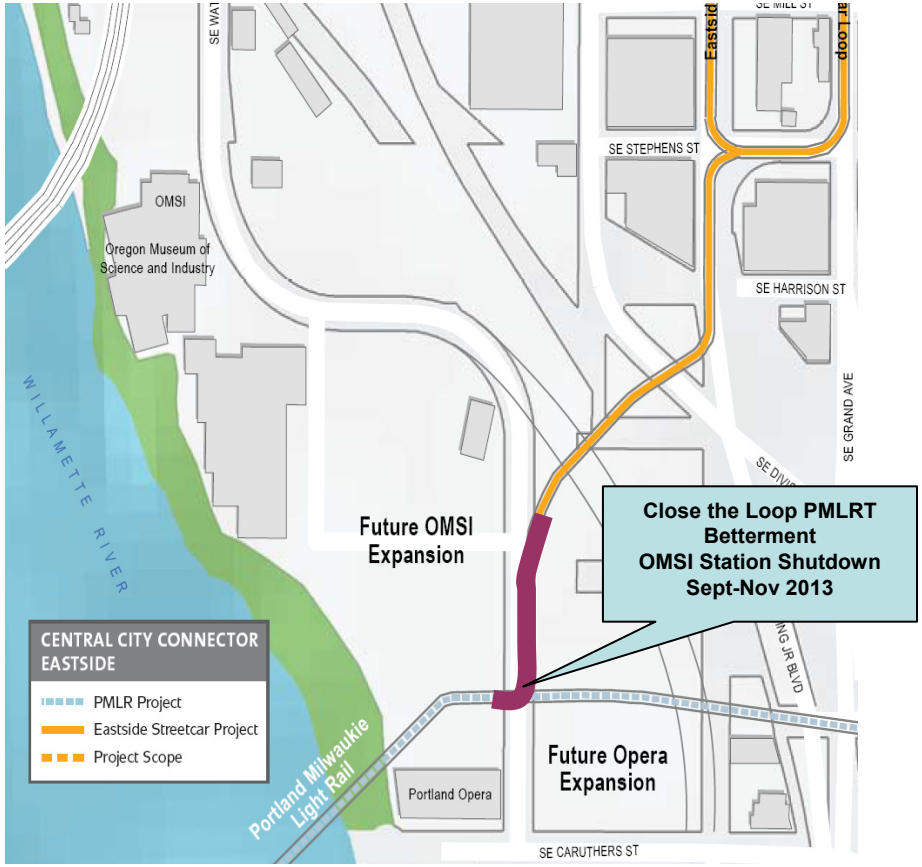
Connections to the PMLR bridge

- **Cost $3,887,578**
- **Reconfiguration of the OMSI Station wall and platform**
- **Construction of new track, overhead catenary system and signal connections**
- **Fully engineered and included in PMLRT project plan sets and contractor bids**
- **Pursuing Approx $2M FTA funding**
- **City Match Approx $2,000,000**
- **Submitting application to FTA for Pre-Award Authority**
- **TriMet needs funding commitment from the City by December 31 2012.**



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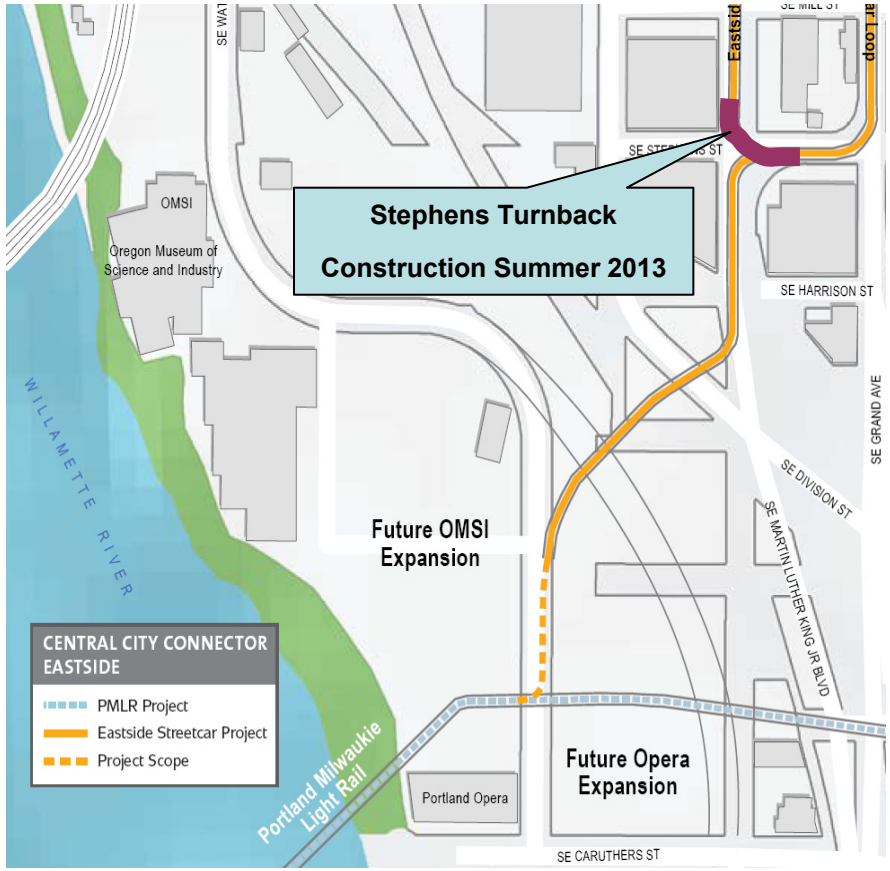
Stephens Turnback

- **Cost $1,300,000**
- **Connects streetcar track on SE MLK to track on SE Grand via Stephens**
- **Allows streetcars to turn back without continuing to the OMSI Station Terminus**
- **Essential to continued streetcar operations on the Central Loop(CL) line during the closure of the OMSI platform**
- **Avoids $800k in "bus bridge" cost and 6-8 weeks of service disruption during construction to connections to PMLRT Bridge**
- **Improves the ongoing functionality of the streetcar system**
- **Design complete and construction contract amendment ready**



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Automatic Train Stop Safety Upgrades

- **Cost: $1,500,000**
- **On-vehicle equipment component of the TriMet Train Signal System.**
- **Equipment installed on-board each streetcar that communicates with signal system on the track and the vehicle braking system**
- **Ensures that a Streetcar will stop automatically at the OMSI and South Waterfont stations if it is not signaled to proceed onto bridge.**
- **Required by TriMet and Federal Transit Administration to allow the streetcar to utilize the PMLRT Willamette river bridge.**
- **Preparing design specifications for procurement**

Automatic Train Stop Track Sensor

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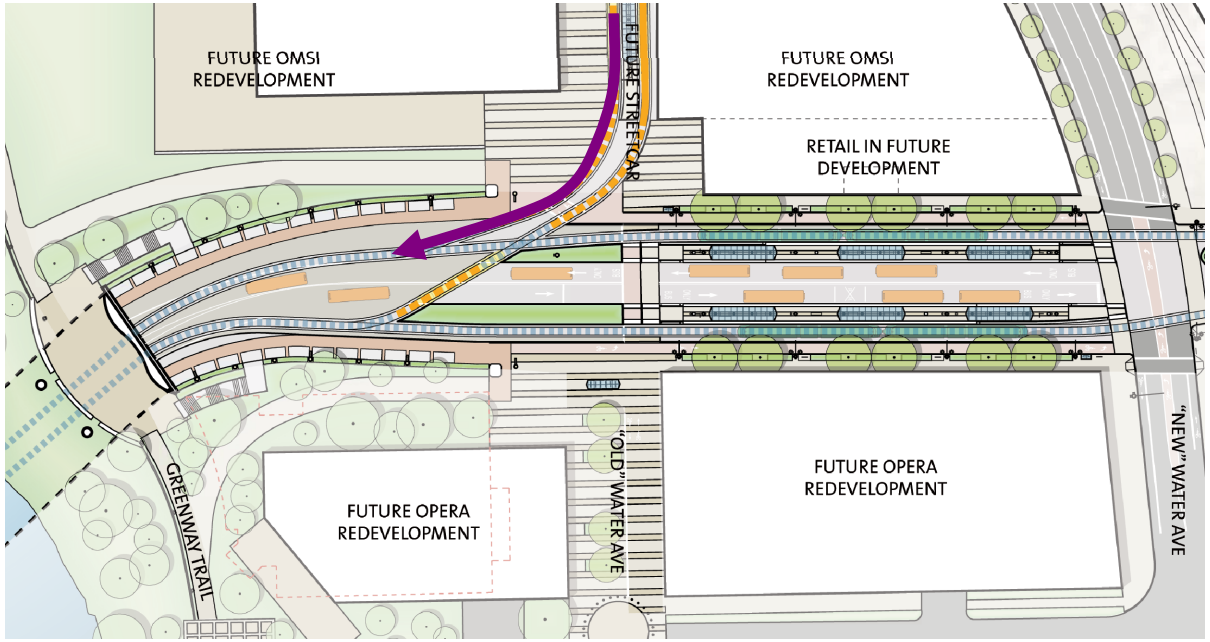
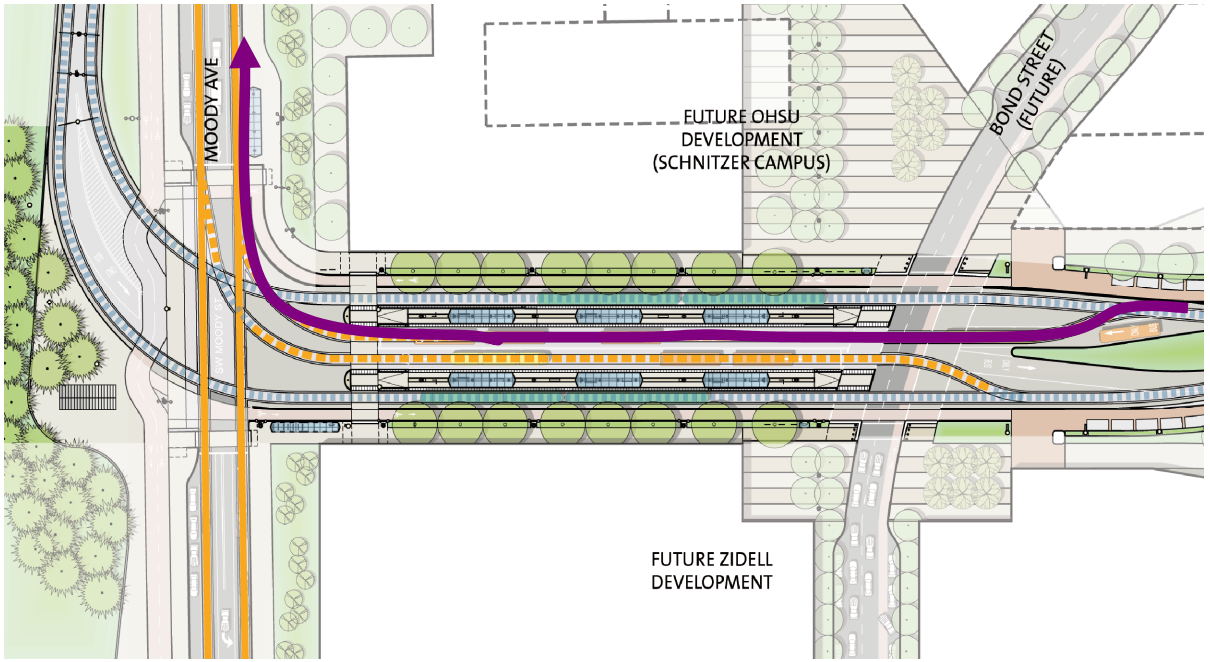
Illustrations of Streetcar connections to the PMLRT Bridge

OMSI Station



South Waterfront Station



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OMSI / SE Water Avenue Station

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Requested City Council Actions

1) Connections to PMLRT Bridge - IGA with TriMet ($2-4M total)

- Joint pursuit of $2M in FTA funding
- PBOT provides $2M grant match by December 31 2013
- PBOT backs full $4m cost by June 30 2015 if no FTA $

2) Stephens Turnback ($1.3M total)

- Contract amendment with Stacy Witbeck for $1,129,455
- 6+ month long lead track procurement

3) ATS System ($1.5M total)

- Council direction to pursue procurement of ATS equipment and install contracts
- Execute purchase upon confirmation of FTA grant for PMLRT Bridge Connection

4) **Financing**

- Authorize Interim Financing and sale of Revenue Bonds to generate up to $5.4million of project proceeds to be repaid by future IQ TSDC OverLay Funds