

Portland, Oregon  
**FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT**  
**For Council Action Items**

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Art Pearce		2. Telephone No. 503-823-7791	3. Bureau/Office/Dept. Bureau of Transportation
4a. To be filed (date):  December 5 <sup>th</sup> 3pm Time Certain	4b. Calendar (Check One)  Regular    Consent    4/5ths <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		5. Date Submitted to Commissioner's office and FPD Budget Analyst: November 30 <sup>th</sup> 2012
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed		6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed	

**1) Legislation Title:**

Authorize competitive solicitations for Portland Streetcar Automatic Train Stop Safety Upgrade equipment purchase and installation contractor for the Portland Streetcar vehicles. (Ordinance)

**2) Purpose of the Proposed Legislation:**

Ordinance will authorize PBOT staff to work with Procurement Services to commence competitive solicitations for Automatic Train Stop (ATS) Safety Upgrade equipment purchase and installation contractor for the Portland Streetcar vehicles.

**3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?**

- |  |   |   |                                |
|--|---|---|--------------------------------|
| <input type="checkbox"/> City-wide/Regional                | <input checked="" type="checkbox"/> Northeast | <input checked="" type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input checked="" type="checkbox"/> Central Northeast      | <input checked="" type="checkbox"/> Southeast | <input checked="" type="checkbox"/> Southwest | <input type="checkbox"/> East  |
| <input checked="" type="checkbox"/> Central City           |   |   |                                |
| <input type="checkbox"/> Internal City Government Services |   |   |                                |

**FINANCIAL IMPACT**

**Revenue and/or Expense:**

Is ALL the Revenue and/or Expense a part of the current year's budget? or 5-yr CIP? \_\_\_\_\_

SAP COST OBJECT No(s): \_\_\_\_\_

All Revenue and Expense financial questions must be completed regardless of the current year's budget. Documents may be returned where the FIPIS portion has not been sufficiently completed.

**4) Revenue:** Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

No new revenue is generated by this ordinance.

**5) Expense: What are the costs to the City related to this legislation? What is the source of funding for the expense?** *(Please include costs in the current fiscal year as well as costs in future years. If the action is related to a grant or contract please include the local contribution or match required. If there is a project estimate, please identify the level of confidence.)*

No funds are committed through this ordinance. Future cost of ATS equipment and installation is estimated to be approximately \$1,500,000. This project is a component of the Close the Loop project and is going to be financed as a package totaling not more than \$5.4 Million. To ensure that there is adequate funding available to pay the full \$3,887,578 cost of the Eastside Close the Loop PMLRT Betterment in the occurrence that no additional outside funds are secured, the City will not execute contracts for the purchase or installation of the Automatic Train Stop equipment until there is adequate assurance that Eastside Close the Loop PMLRT Betterment grant funding will be obtained.

An accompanying Ordinance prepared by OMF authorizes the issuance of revenue bonds (the "Bonds") pursuant to ORS 287A.150 in an amount sufficient to produce not more than \$5.4 million to pay the costs of a package of improvements required to assure that the Portland Streetcar Loop is operational in 2015. Specific improvements to be financed are automatic train stop ("ATS") vehicle safety upgrades; the Stephens Turnback, which connects the southernmost streetcar track on SE Martin Luther King Blvd. to the track on SE Grand Avenue via Stephens; and Portland-Milwaukie Light Rail bridge connections (the "PMLR Betterment"). Collectively, these projects are referred to as the "Close-the-Loop Project."

The annual debt service payments on the interim financing will depend on amounts drawn and timing of the draws requested by PBOT. Any interest due on the interim financing is expected to be paid from transportation revenues until the line is refinanced with long term Bonds. If the full \$5.8 million of Bonds is issued for the three components, annual debt service is estimated at approximately \$400,000 based on current market conditions. If additional resources (i.e., grants) accrue to the Close-the-Loop Project, the estimated annual debt service is expected to be reduced.

**6) Staffing Requirements:**

- **Will any positions be created, eliminated or re-classified in the current year as a result of this legislation?** No
- **Will positions be created or eliminated in *future years* as a result of this legislation?**  
No

*(Complete the following section only if an amendment to the budget is proposed.)*

**7) Change in Appropriations** *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)* Any necessary budget adjustments will be made in the City's Budget Monitoring Process.

**[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]**

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

- YES: Please proceed to Question #9.  
 NO: Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) **What impacts are anticipated in the community from this proposed Council item?** Closing the Streetcar loop completes over 25 years of work to realize the vision for an "Internal Transit Loop," which would create a public transportation system that connects in a continuous loop the west and east sides of the City of Portland over the Willamette River. The Project will provide a significant new connection to jobs, medical care, education and connections to the rest of the transit network. Connecting the Streetcar across the Willamette River Bridge would result in approximately in an addition of 2,600 trips/day on the CL line and also increase PMLRT corridor ridership by 800 trips/day. The 2,600 trips per/day represent a 18% increase in ridership on the CL line.

b) **Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?**

This agreement has been discussed with both the Portland Streetcar Board and Citizens Advisory Committee.

c) **How did public involvement shape the outcome of this Council item?**

Feedback was considered and incorporated where appropriate

d) **Who designed and implemented the public involvement related to this Council item?** Art Pearce

e) **Primary contact for more information on this public involvement process (name, title, phone, email):** 503-823-7791

10) **Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.** All future public involvement will be completed by Portland Streetcar and Portland to Milwaukie LRT project staff as part of project construction.

KK 11-28-12

*Tom Miller*

BUREAU DIRECTOR

TOM MILLER, Bureau of Transportation