

Oregon Department of Transportation

Response to Questions from Joint Committee on Ways and Means,
Subcommittee on Transportation and Economic Development
March 23, 2015

Question: Co-Chair Johnson asked what the public subsidy was for the Portland Streetcar Project.

There were up to \$20 million dollars of state lottery backed revenue available. Bonds were sold for the project in the spring quarter of 2009. The grantee followed all requirements of the grant and their final report was made to the Oregon Transportation Commission on March 19, 2015.

Total budget estimate for streetcars and new loop construction was:

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|---|----------------------------|
| State Lottery Funds for new streetcars | \$20,000,000 (ODOT) |
| Federal Transit Admin. for loop construction | \$50,000,000 |
| City of Portland and other funds | \$70,000,000 |
| | |
| Total streetcar and loop construction | \$140,000,000 |

Oregon Streetcar Project

- The 2007 Oregon Legislature created the Oregon Streetcar Project Fund for the purpose of financing grants to municipalities for purchase of contemporary rail-based streetcars used in public transit systems. No match required.
- ODOT was directed to write administrative rules and develop a grant solicitation.
- City of Portland Streetcar was selected for a grant of \$20 million to purchase up to 7 streetcars that will operate on a new route for the Portland Streetcar system. Final agreement was five cars. Number of cars was affected by need to improve the propulsion system and braking systems.
- ODOT awarded on the condition that federal funds for the loop were secured. FTA funds secured in 2009.
- Oregon Ironworks, Inc., a manufacturing firm in Milwaukie Oregon, was qualified and selected to produce the streetcars.
- ODOT agreed to provide funds in progress payments toward the new vehicles as the manufacturer needed to tool up.
- New Loop was completed to East Side and started operating in 2013.
- **Grant closeout and five approved streetcars and all safety documentation signoffs completed spring 2014.**
- Final payment to City in 2014. The City had to add to the project to cover final costs for safety training and equipment.
- The completed new Loop will start operating in September 2015 when the new bridge is opened.

Background Overview

The Portland Streetcar was designed to fit the scale and traffic patterns of the neighborhoods through which it travels. The first 10 streetcar vehicles, manufactured by Skoda-Inekon in Plzen of the Czech Republic, are 2.46 meters (about 8 feet) wide and 20 meters long (about 66 feet), about 10 inches narrower and 1/3 the length of a MAX (TriMet's light rail system) double car train. An additional 6 vehicles from United Streetcar of Clackamas, Oregon have been added to the fleet. The six vehicles, 5 production streetcars and 1 prototype streetcar, are the same size as the original 10 vehicles. They run in mixed traffic and, except at platform stops, accommodate existing curbside parking and loading. The Portland Streetcar is owned and operated by the City of Portland. During construction, neighborhood disruption was minimized. A unique shallow 12-inch deep track slab design reduced the construction time and utility relocations. Maneuverability of the shorter and narrower streetcar vehicles has allowed the 8-foot wide track slab to be fitted to existing grades, limiting the scope of street and sidewalk reconstruction.

Portland Streetcar Planning Goals

- Link neighborhoods with a convenient and attractive transportation alternative.
- Fit the scale and traffic patterns of existing neighborhoods.
- Provide quality service to attract new transit ridership.
- Reduce short inner-city auto trips, parking demand, traffic congestion and air pollution.
- Encourage development of more housing & businesses in the Central City.

Route: Streetcars run on a 14.7-mile system made up of two lines. The first, the NS Line, runs on an 8.0-mile continuous loop (4.0-mile in each direction) from Legacy Good Samaritan Hospital at NW 23rd Avenue, on Lovejoy and Northrup, through the Pearl District and on 10th and 11th Avenues, Portland State University, SW River Parkway & Moody (RiverPlace), SW Moody and Gibbs in the South Waterfront District where it connects with the Portland Aerial Tram to a terminus at SW Lowell and Bond. The second, the CL Line, runs on a 9.3-mile continuous loop (4.65-mile in each direction) from SW Market in downtown, along 10th and 11th Avenues, through the Pearl District, across the Broadway Bridge and on Broadway, Weidler, 7th, Grand and MLK connecting the Rose Quarter, Lloyd District, Convention Center and Central Eastside to OMSI. Both lines serve 10th and 11th Avenues from Market to the Pearl District.

Vehicles: Streetcar vehicles can carry a sardine load of up to 156 passengers, are air-conditioned and have a low-floor center section (like the MAX vehicles) with full handicapped accessibility. Ten of the Streetcars were manufactured in the Czech Republic by Skoda-Inekon in Pilzen. The remaining seven were manufactured in Clackamas, Oregon by United Streetcar.

Stops: A total of 76 stops are located along the alignment located about every 2-6 blocks. A real-time arrival system is installed at most stops and on the Internet. This GPS tracking system allows our customers to check at the stop reader board and on the Internet to find out when the next Streetcars will arrive.

Complete the Loop" Project. The next phase in the Portland Streetcar construction will be the "Complete the Loop" project. This project will connect the Streetcar to the TriMet Portland to Milwaukie Light Rail Bridge on both sides of the river closing the southern end of the Loop. The first phase of construction was completed in 2013 with the construction of a turnaround at SE Stephens between MLK and Grand followed by work to connect the SE Water/OMSI stop location and the SW Moody tracks with the new bridge. The remaining work began in August 2014 with the construction of a second track on SW 4th and Montgomery to allow for operations of the full Loop. The "Complete the Loop" project is slated to open in September of 2015 in conjunction with the opening of the Portland to Milwaukie Light Rail Project.