Portland Streetcar

Working Together

DEVELOPMENT ORIENTED STREETCARS THAT PROVIDE CONNECTIVITY

CONNECTING PORTLAND’S NEIGHBORHOODS
CONCEPT PLAN

- LINKS RIVER DISTRICT AND NEW SOUTH WATERFRONT DEVELOPMENT AREA
WE LOOKED TO THE PAST
WE LOOKED TO THE FUTURE
Portland Streetcar

DEVELOPMENT ORIENTED STREETCAR IN THE 21ST CENTURY
PORTLAND STREETCAR

Density of Development

Distance from Streetcar

Percent of Maximum SF/FAR Realized

Pre 1997 development
Post 1997 development

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
1 block 2 blocks 3 blocks 3+ blocks
Portland Streetcar

Density before Streetcar was built

Density after Streetcar was built
TRIP NOT TAKEN

- More people, jobs and activities within walking/biking/short transit distance reduces vehicle miles traveled. (VMT)
- Current Streetcar - 70 million fewer VMT
- Streetcar Loop – 28 million fewer VMT
TRAVEL MODES IN PORTLAND BY AREA

Poor Transit, No Mixed Use

- Auto: 87%
- Walk: 6%
- Transit: 1%
- Bike: 1%
- Other: 5%

Good Transit, Good Mixed Use

- Auto: 57%
- Walk: 27%
- Transit: 12%
- Bike: 2%
- Other: 2%
Portland Streetcar

CONNECTING PORTLAND’S NEIGHBORHOODS
Portland Streetcar

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Portland Streetcar

**CAPITAL - MANY SOURCES**

**Phase 1:** 4.0 MILES DOUBLE TRACK

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Portland</td>
<td>$ 34.1 Million</td>
</tr>
<tr>
<td>State of Oregon</td>
<td>$ 2.1 Million</td>
</tr>
<tr>
<td>Federal Funds</td>
<td>$ 7.0 Million</td>
</tr>
<tr>
<td>Tax Increment Funds</td>
<td>$ 21.5 Million</td>
</tr>
<tr>
<td>Local Improvement Districts</td>
<td>$ 19.4 Million</td>
</tr>
<tr>
<td>System Development Charges</td>
<td>$ 2.5 Million</td>
</tr>
<tr>
<td>Regional Transportation Funds</td>
<td>$ 10.0 Million</td>
</tr>
<tr>
<td>Misc. (City)</td>
<td>$ 6.6 Million</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$ 103.2 Million</strong></td>
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## Portland Streetcar

### CAPITAL - MANY SOURCES

**Phase 2:** 3.3 MILES DOUBLE TRACK

<table>
<thead>
<tr>
<th>Source</th>
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<tbody>
<tr>
<td>Federal Transit Administration</td>
<td>$ 75.00 Million</td>
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<tr>
<td>Tax Increment Funds</td>
<td>$ 27.68 Million</td>
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<tr>
<td>Local Improvement District</td>
<td>$ 15.50 Million</td>
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<tr>
<td>System Development Charges</td>
<td>$ 6.11 Million</td>
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<tr>
<td>Regional Transportation Funds</td>
<td>$ 3.62 Million</td>
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<td>Stimulus Funds</td>
<td>$.36 Million</td>
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<td><strong>TOTAL FEDERAL PROJECT</strong></td>
<td>$128.27 Million</td>
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<tr>
<td>State of Oregon (vehicles)</td>
<td>$ 20 Million</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$ 146 Million</td>
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</tbody>
</table>
OPERATING SOURCES - PARTNERSHIP

- Evolved over time
- 50% TriMet / 50% City
  - Will change in future based on line performance
PORTLAND STREETCAR RESULTS

• $3.5 billion in private investment.
• 12,500 riders per day.
• 10,000 new housing units.
GOING FORWARD - PARTNERSHIP

- Operating Agreement clearly lays out day-to-day responsibilities and costs
- Master Agreement
  - City responsible for capital funding
  - Both share operating funding, but for successful lines TriMet’s share increases based on policy-based targets
  - Both must agree for future projects to move forward
- Template for potential other lines in the region
Portland Streetcar

CONNECTING PORTLAND'S NEIGHBORHOODS