

PDC

PORTLAND DEVELOPMENT COMMISSION

DATE: July 9, 2008

TO: Board of Commissioners

FROM: Bruce A. Warner, Executive Director

SUBJECT: Report Number 08-97
South Corridor Phase II: Portland-Milwaukie Light Rail Project

EXECUTIVE SUMMARY

BOARD ACTION REQUESTED

Adopt Resolution No. 6617

ACTION SUMMARY

This action will formalize a Portland Development Commission (PDC) Board of Commissioners (Board) recommendation that the City Council adopt the Steering Committee South Corridor Phase II: Portland-Milwaukie Light Rail Project Locally Preferred Alternative Exhibit A with the following recommendations:

- Willamette River Crossing – adopt the findings and recommendations of the Willamette River Crossing Partnership for the modified Porter-Sherman alignment. (Exhibit B)
- North Milwaukie Alignment – adopt the Tillamook Branch alignment to minimize impacts to Milwaukie's northern industrial area.
- Southern Terminus at Park Avenue – extending the Light Rail (LRT) line to Park Avenue south of downtown Milwaukie provides for a better transit project for meeting the regional mobility goals and creating a thriving Milwaukie Town Center
- Stations – include the Lincoln/Harbor Drive, South Waterfront, Oregon Museum of Science and Industry (OMSI), Clinton, Rhine, Holgate, Bybee and Tacoma stations as part of the Locally Preferred Alignment (LPA), and designate Harold as a future station.
- Park and Ride – increase the number of parking spaces at the Tacoma Station to 1,000 spaces (2003 LPA included only 600 spaces).
- Financial Considerations – if a specific funding strategy to secure local matching funds cannot balance project costs, then the terminus of the project could be reduced to Lake Road in downtown Milwaukie as part of a first development phase.

This action also recommends the City Council direct City staff to address a list of issues in the next phase of the project. These issues are identified in Exhibit C to the resolution and include:

- Willamette River Crossing – coordinate with TriMet's bridge study to determine a bridge option that meets habitat, Willamette Greenway and navigational needs and is of high aesthetic value.
- South Waterfront Area – initiate a partnership process to coordinate with Oregon Health and Science University (OHSU), Zidell Marine Corporation, and other property owners in

the North district, the LRT and the Streetcar Loop to specifically address any increase in the base elevation, including phasing, transitions, and a cost-sharing/funding strategy. Amend South Waterfront Street Plan and Willamette Greenway Plan documents to reflect the recommended light rail alignment and design modifications while preserving the overall goals of each document.

- OMSI Area – coordinate the development of the OMSI Master Plan with the LRT project, the Central Portland Plan, PDC's Central Eastside (CES) Urban Renewal Plan, and access and circulation needs of the district, including the proposed realignment of SE Water Avenue. Provide for a future connection to the Eastside Loop streetcar.
- Station Locations – create a station area development strategy based on additional public outreach and analysis to optimize station locations based on spacing, access, efficient transit operation to meet regional transit needs, cost, and future redevelopment potential.

Items to consider with the evaluation of this project include:

- Alignment: Alternate alignments could provide increased transit service to under-served areas of North Macadam.
- South Waterfront Infrastructure costs: The light rail alignment in South Waterfront, between Moody Ave and the river crossing is raised 14 feet in elevation. This elevation raise is in response to proposed elevation needs for the OHSU Schnitzer campus but also assists in providing the height needed for the light rail to cross the river. Current costs for the light rail project do not include costs related to the 14 feet elevation increase and resulting impacts / coordination with surrounding properties have not been fully identified at this time.
- Bridge Design: The 2008 Locally Preferred Alignment has an estimated funding requirement of \$1.3B. This assumes a concrete-segmental bridge. Concerns regarding the design quality of this bridge and the environmental impacts of the multiple piers required to support the bridge type may result in increased costs. The difference in funding between a concrete segmental and cable-stayed bridge is approximately \$23M.
- Business displacement issues: All light rail alignments evaluated have identified those businesses that will be displaced. Within Urban Renewal Areas (URAs), there are 9 business displacements within the South Park Blocks, North Macadam, and CES URAs. Fifteen tax lots within the URAs are partially impacted by the LPA. Attachment D identifies full and partially impacted properties. PDC programs available to support relocation efforts are discussed in the Financial Impact section of this report.
- Funding: TriMet has requested a City of Portland contribution to the 2008 Locally Preferred Alignment is \$30-\$50M. This alignment extends the alignment to Park at the southern terminus but also removes the Harbor Station within North Macadam, assumes a concrete-segmental bridge for the river crossing and reduces other amenities.

PUBLIC BENEFIT

The Portland-Milwaukie Light Rail Corridor is part of a regional light rail system. The southeast corridor connecting Portland Central City with southeast Portland and Milwaukie and Clackamas County is a key corridor not currently served by light rail transit.

Light rail combined with the Portland Streetcar Loop will provide important transportation capacity and circulation for future economic growth. The proposed bridge would also be used by streetcar to complete the Central City Streetcar Loop.

OMSI believes that light rail service is critical to its long term operations. Light rail service is supportive of redevelopment efforts in the Central Eastside and will increase capacity on regional connectors within the CES URA to accommodate increased visitors to OMSI and area employers.

The proposed LRT line within the CES URA will provide an opportunity for increased job densities and increased employment opportunities at the station in an area with transportation constraints.

This project will leverage significant federal funds (approximately \$750M) that would not otherwise come into the Portland economy. The construction is forecast to generate between the annual equivalent of 10,800 to 13,680 jobs and generate between \$425 million and \$540 million in personal income.

Light rail service to the South Waterfront District of North Macadam is considered essential to provide transportation system capacity adequate to support continued development in the district in accordance with the South Waterfront Plan, based on existing transportation studies. This conclusion is expected to be reinforced in the North Macadam URA Transportation System Development Study currently underway.

In 2030, transit travel times between Milwaukie and the South Waterfront without light rail is forecast to be 39 minutes, and with light rail this trip would take 16 minutes, as evaluated by Metro and TriMet. Transit travel time between the OHSU Schnitzer Campus and other important research institutions including OMSI, Portland State University, and OHSU Marquam would be less than 5 minutes.

OHSU has 1,000 new jobs located in the South Waterfront as of fall 2006, and is planning 5,000 more jobs on its South Waterfront properties within the next ten years. Light rail service in the South Waterfront will connect these jobs with transit service to the metropolitan area. The South Waterfront Plan adopted a mode split goal for 30% of all trips on alternative modes and for 40% of commuter trips on alternative modes. Light rail is important to meeting these minimum targets.

This action will support the following PDC goals:

- Develop healthy neighborhoods
- Provide access to quality housing
- Help businesses to create and sustain quality jobs
- Support a vibrant Central City (urban core)
- Contribute to a strong regional economy

PUBLIC PARTICIPATION AND FEEDBACK

The North Macadam and CES Urban Renewal Advisory Committees received multiple briefings on the project (see concurrence section below). Metro and TriMet coordinated

multiple open houses regarding the alignment. Two public groups provided input on the alignment – the Citizens Advisory Committee and the Willamette River Crossing Partnership. The Steering Committee recommendation reflects the input of public groups.

COMPLIANCE WITH ADOPTED PLANS AND POLICIES

Light rail service through the CES and North Macadam URAs is consistent with the goals of each of the URAs. The recommended alternative alignments to the LPA are supportive of redevelopment planning underway in both URAs and is expected to contribute to cooperation/collaboration with two major stakeholders in each of the two districts: OMSI and OHSU.

FINANCIAL IMPACT

Metro’s current preliminary funding plan shows the project cost for the existing LPA at \$1.3 M in year of expenditure dollars (2011-2015). Each of the alternative crossings impacts the budget and is projected to be higher than the LPA by \$24,400,000 – \$34,300,000. At the southern terminus, alternative alignments along the Tillamook branch and extensions from the 2003 LPA terminus (at Lake) to a terminus at Park add additional cost.

A funding plan will be developed by Metro in consultation with its partner agencies. At the completion of the Preliminary Engineering/Final Environmental Impact Statement in summer 2009, a final funding plan will be in completed.

The project costs, and anticipated funding sources, are provided in detail on Attachment E, and summarized in the following chart:

	Lake Road Terminus Alternative	Park Avenue Terminus Alternative w/ Federal Cap	Park Avenue Terminus Alternative Without Fed Cap
2008 LPA Funding Need:	\$1,197	\$1,303	\$1,303
Federal New Starts Funding:	\$718	\$750	\$782
State (Lottery):	\$250	\$250	\$250
Interest:	\$80	\$80	\$80
MTIP (Federal):	\$72	\$72	\$72
Local Match Need:	\$77	\$151	\$119
Local Match Sources:			
City of Portland	TBD	TBD	TBD
City of Milwaukie	\$5.00	\$5.00	\$5.00

	Lake Road Terminus Alternative	Park Avenue Terminus Alternative w/ Federal Cap	Park Avenue Terminus Alternative Without Fed Cap
Clackamas County	TBD	TBD	TBD
TriMet	\$30.00	\$30.00	\$30.00

- Local Match Sources:** - As indicated in the chart above, the local and regional funds required vary depending on the alignment and amount of federal funding available. These funding sources include TriMet, Clackamas County, City of Milwaukie, and the City of Portland. In addition, Metro and TriMet are proposing that property owners along the alignment, and OHSU, contribute money to the project as part of the local funding. The City of Portland contribution is expected to be in the \$30 - \$50M range, with no specific funding source identified. Potential sources include TIF, City-wide Transportation System Development Charges, the proposed South Waterfront Transportation System Development Charge overlay, Local Improvement Districts, and the General Fund.

To date, PDC has contributed \$50,000 from the North Macadam URA to assist with SDEIS funding. No capital dollars are currently budgeted in North Macadam or CES URAs.

- Business Relocation Efforts** - PDC will support TriMet and Metro with relocation efforts for impacted businesses. PDC can act as a liaison with impacted businesses within URAs, evaluate potential sites via CoStar, and coordinate with State resources and partners for additional funds and assistance. In addition to the programs and funds available thru TriMet, PDC programs available could include the Quality Jobs Program (QJP) and the Economic Opportunity Fund (EOF); some of the businesses impacted by the LPA are eligible for these programs based on program requirements. Approximately \$1.4 million is allocated for business assistance throughout the CES URA for Fiscal Year 2008-09 and \$4M is forecasted in each of the following four fiscal years; impacted businesses that meet program criteria may be able to access a portion of these funds. In addition, if it is not possible to relocate a business within its current URA, locations in other URAs, and the funds available within other URAs, could be evaluated.

RISK ASSESSMENT

This action recommends a Locally Preferred Alignment for the LRT alignment. Next steps and issues to be addressed are identified in the Exhibits attached to the resolution. The Financing Plan for the project is expected to be finalized in the fall 2008.

WORK LOAD IMPACT

PDC staff to the North Macadam and CES URAs will continue to support the Portland Office of Transportation (PDOT), Metro, and TriMet by providing input on the redevelopment opportunities and constraints as the environmental evaluation proceeds. Staff time in support of this project is not included in the PDC budget as a specific project activity but is included in current workplans.

PDC staff represent PDC interests on a variety of committees related to this project. These include the Willamette River Partnership Committee, the City of Portland Portland-Milwaukie LRT Technical Advisory Committee, the Metro led Portland-Milwaukie LRT Technical Advisory Committee, and the Metro led South Corridor Phase II Project Management Group.

ALTERNATIVE ACTIONS

The Board could choose to do an alternative action as follows:

- 2008 Locally Preferred Alignment as proposed by Metro
- 2008 Locally Preferred Alignment with conditions as outlined by City staff
- 2008 Locally Preferred Alignment with alternative conditions
- Propose a different alignment alternative
- Not recommend an alignment

CONCURRENCE

At their June 9, 2008 meeting, the CES Urban Renewal Advisory Committee recommended that the PDC Board support the Porter-Sherman alignment as supported by the Willamette River Crossing Partnership. The CES Urban Renewal Advisory Committee will be submitting additional testimony at a subsequent Board meeting.

At their June 12, 2008 meeting, the North Macadam Urban Renewal Advisory Committee recommended the City of Portland Locally Preferred Alignment as discussed above.

BACKGROUND

The South Corridor light rail connection from Portland to Milwaukie has been in Metro's regional plan since the early 1980's. Light rail project development started in the early 1990's and was examined as part of the South/North Transit Corridor Project that evaluated light rail alignment options from Clackamas Town Center to Milwaukie and from Portland to Vancouver. In 1998, this effort resulted in a recommended alignment, known as the Locally Preferred Alternative (LPA), adopted by Metro, TriMet, and local jurisdictions, including the City of Portland. The LPA was amended most recently in 2003, and the entire alignment is shown on the map on Attachment C.

The current LPA designates a Willamette River crossing from RiverPlace to OMSI located beneath the I-5 Marquam Bridge, as illustrated on the map in Attachment B. Since 2003, there have been changes in land use and development planning in both the CES and the North

Macadam URAs. As part of the environmental study, and to fully consider the optimum alignment for South Corridor Phase II given current land use and development plans, Metro is considering alternatives to the LPA for the Willamette River crossing section as well as alternatives to its southerly terminus in Milwaukie.

Metro's 2008 Locally Preferred Alternative Recommendation

Metro's recommended Portland-Milwaukie Light Rail Project Locally Preferred Alternative (LPA) is a light rail transit (LRT) with LRT terminus, alignments, stations, park and ride lots, bus and streetcar elements as follows:

- Terminus
 - Park Avenue terminus
 - Minimum Operating Segment (MOS) at Lake Road if project revenues and project estimates cannot be balanced.
- Portland-Milwaukie Light Rail Alternative Alignments, including:
 - Connecting to the southern end of the new LRT mall alignment in downtown Portland with a SW Lincoln Street alignment
 - Refined SW Porter Street to SE Sherman Street Willamette River Crossing
 - Tillamook Branch Alignment south of Tacoma
- LRT Stations - Stations would include stops and shelters at: SW Lincoln Street, South Waterfront (SW Porter Street), SE Sherman Street/OMSI, SE Gideon Street, SE Lafayette/Rhine, SE Holgate Boulevard, SE Bybee Boulevard, SE Tacoma Street, Milwaukie downtown (at SE Washington Street) and SE Park Avenue. If the MOS at Lake is constructed first, downtown Milwaukie stations could be located at SE Monroe Street and at SE Lake Road.
- LRT Park and Ride Lots - Park and Ride lots with the noted number of parking spaces would be located at the following stations: Tacoma (1,000) and Park (1,000). If the MOS at Lake is constructed, it would include a 275 space park and ride at SE Lake Road at SE Washington Street, and an increase at Tacoma Park and Ride to 1,200 spaces.
- Bus Improvements - The Portland-Milwaukie LRT Project LPA includes: bus guideway over the Willamette River as well as bus on and off ramps for the South Waterfront and Central Eastside areas; new roads and traffic signal and intersection improvements for bus access to the new Willamette River bridge.
- Ruby Junction Maintenance Facility - The Portland-Milwaukie LRT Project LPA includes an expansion of the existing Ruby Junction Operations and Maintenance Facility to accommodate additional light rail vehicles associated with the operations of the Portland-Milwaukie LRT Project.
- Future Streetcar Improvements - The Portland Streetcar, a distinct transit mode from LRT, could share some of the improvements made for LRT including the new Willamette River crossing, with LRT tracks also used by streetcars. On and off tracks for the streetcar to connect to the bridge would also be included in this project although additional track connections would need to be made by a separate streetcar project plan and funding effort.

- Next Steps - The LPA would include local approval to proceed with the following next steps:
 - Submit FTA New Starts and Preliminary Engineering applications.
 - Initiate a Final Environmental Impact Statement (FEIS).
 - Identify and reach agreement on project elements that can be reduced, deferred or eliminated to reduce project costs by the time the FEIS is published.
 - Undertake actions to finalize the capital and operating financial plan for the project by the time the FEIS is published.
 - Resolution of project issues identified during and after publication of the SDEIS.

ATTACHMENTS:

- A. North Macadam and CES URA Financial Summaries
- B. Project Summary
- C. South Corridor Phase II: Portland-Milwaukie Light Rail Project Alignment
- D. Potentially Affected Parcels by URA
- E. Portland-Milwaukie LRT Project Revenue Requirements of Alternatives

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URA FINANCIAL SUMMARIES

Financial Summary

Fund Summary - Five-Year Budget Projections

	Revised FY 2007-08	FY 2008-09 Proposed	FY 2009-10 Forecast	FY 2010-11 Forecast	FY 2011-12 Forecast	FY 2012-13 Forecast
North Macadam URA						
Resources						
Beginning Fund Balance	1,027,912	0	0	0	0	0
Grants - Federal Except HCD	752,000	0	0	0	0	0
Interest - City Invest Pool	50,000	50,000	50,000	50,000	50,000	0
Other Contracts	282,504	290,402	298,526	306,880	315,472	0
Real Property Sales	5,000,000	4,700,000	0	0	0	0
Tax Increment - L-T Debt	12,982,557	11,988,000	0	0	7,173,851	3,496,500
Tax Increment - S-T Debt	3,323,230	2,008,708	3,277,869	8,017,548	12,291,061	7,992,450
Contingency	0	0	400,927	143,696	1,232,678	399,732
Total Fund Resources	23,398,203	19,037,110	4,027,322	8,518,124	21,063,062	11,887,682
Requirements						
Project Expenditures (does not include Personal Services or Indirect Cost)						
Development						
10510 - N Mac Implement Coord	50,000	50,000	50,000	50,000	50,000	50,000
10511 - N Mac Trans Planning	331,167	0	0	0	0	0
10512 - N Mac Dev Agreements	104,049	45,000	45,000	45,000	0	0
10514 - N Mac Strategic Opp Fund	0	0	0	0	4,500,000	2,000,000
10518 - C.D. Greenway Implem. Strategy	25,000	0	0	0	0	0
10518 - C.D. Greenway Design & Const	500,000	3,500,000	0	0	0	0
10521 - N Mac Tram	1,423,829	0	0	0	0	0
10532 - Cntrl Dist Infrastructure	1,848,000	913,000	0	0	0	0
10536 - SWF Neighborhood Park	800,000	3,400,000	0	0	0	0
10537 - Gibbs St. Pedestrian Bridge	0	578,000	0	0	0	0
10540 - NMac New Initia-Parks and Gway	0	0	0	0	2,000,000	2,000,000
10541 - NMac New Initiatives-Transport	0	0	0	0	3,252,200	0
11060 - RivPl Environ Parc1 The Strand	115,825	8,000	2,000	0	0	0
11061 - RiverPlace Lot8 Environ	16,000	0	0	0	0	0
11062 - RiverPlace Lot8 Parcel Dev	40,000	0	0	0	0	0
11063 - RiverPlace Lot 3 ReDev	93,088	0	10,000	0	0	0
11069 - RiverPl Dev Parcel1 & Gen	76,664	1,500	0	0	0	0
11090 - RiverPlace Property Mgmt	10,000	10,000	10,000	10,000	15,000	15,000
11091 - Harbor Naito Plan/Redev	75,000	0	0	0	0	0
11092 - NMAC Temporary Greenway Trail	0	0	0	50,000	0	0
Development Total	5,108,422	8,505,500	117,000	155,000	9,817,200	4,065,000
Economic Development						
70008 - NMAC New Initiative - Jobs	0	0	0	0	2,000,000	2,000,000
70217 - NMAC Bioscience Devel Strategy	1,100,000	700,000	700,000	700,000	500,000	0
Economic Development Total	1,100,000	700,000	700,000	700,000	2,500,000	2,000,000
Housing						
10525 - NMAC Affordable Rental Housing	0	0	0	0	3,278,800	2,635,917
10543 - NMAC Blk 49 Aff Rental Housing	8,000,000	8,000,000	0	0	0	0
10544 - NMAC Blk 33 Mixed Use Aff Hsg	300,000	441,000	0	3,362,989	0	0
33433 - NMAC Affordable Homeownership	0	0	0	0	2,000,000	0
Housing Total	8,300,000	6,441,000	0	3,362,989	5,278,800	2,635,917
Central Services						
59162 - NMAC Debt Management	15,080	15,834	16,626	17,457	18,330	0
Central Services Total	15,080	15,834	16,626	17,457	18,330	0
Total Project Expenditures	14,523,502	15,662,334	833,626	4,235,446	17,614,330	8,700,917
Debt Service	6,000,000	0	0	0	0	0
Indirect Cost	2,874,701	2,973,849	3,050,000	3,050,000	3,050,000	3,050,000
Total Fund Expenditures	23,398,203	18,636,183	3,883,626	7,285,446	20,664,330	11,750,917
Contingency	0	400,927	143,696	1,232,678	399,732	136,785

Financial Summary

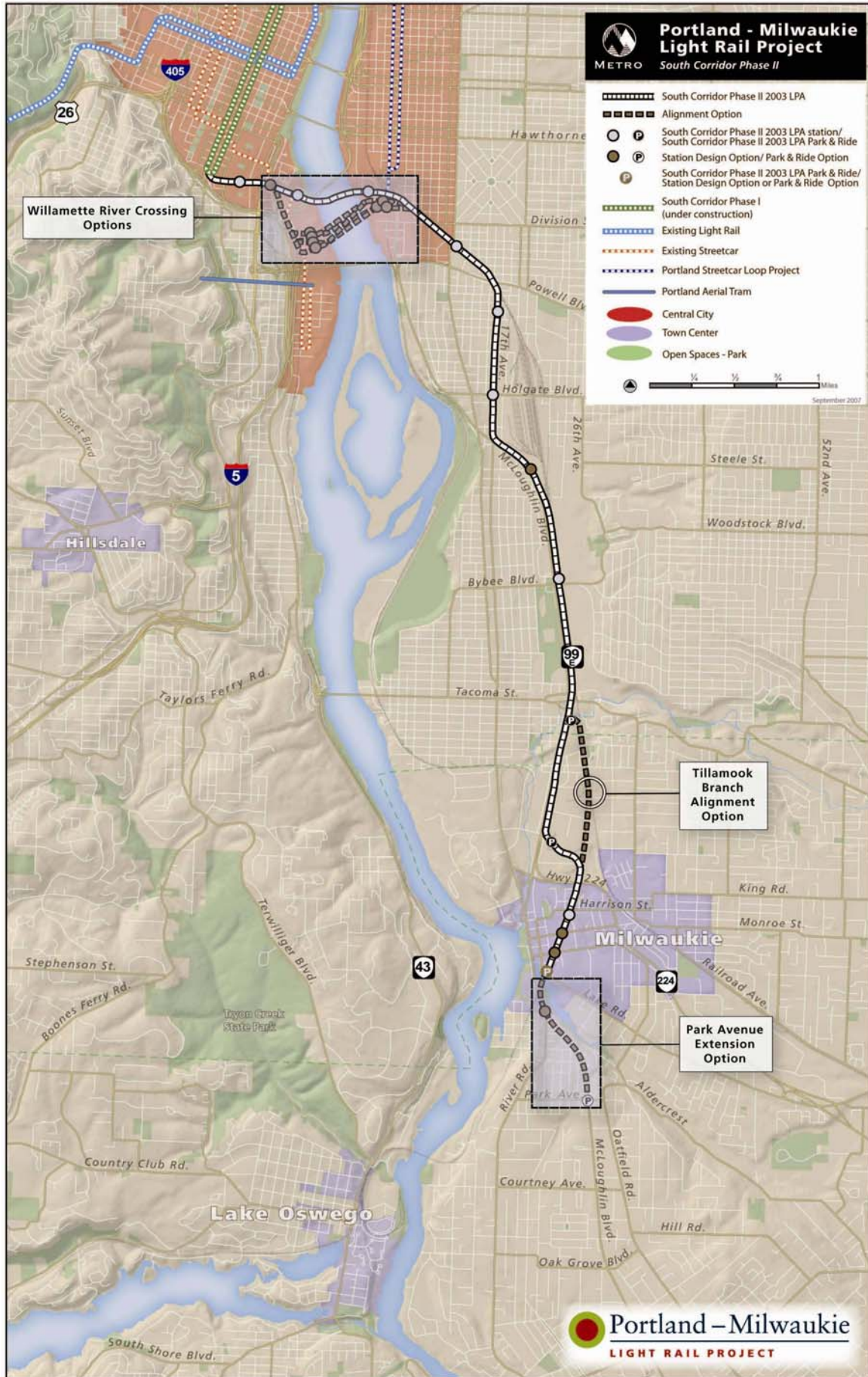
Fund Summary - Five-Year Budget Projections

	<i>Revised FY 2007-08</i>	<i>FY 2008-09 Proposed</i>	<i>FY 2009-10 Forecast</i>	<i>FY 2010-11 Forecast</i>	<i>FY 2011-12 Forecast</i>	<i>FY 2012-13 Forecast</i>
Central Eastside URA						
Resources						
Beginning Fund Balance	2,078,427	750,455	134,359	-9,133,751	-14,546,073	-15,556,309
Interest - City Invest Pool	25,000	0	0	0	0	0
Loans - Interest Earned	0	67,827	65,050	59,065	56,500	44,915
Loans - Principal Collection	53,206	70,813	65,050	59,065	56,500	44,915
Real Property Sales	0	7,000,000	0	0	0	0
Tax Increment - L-T Debt	6,670,000	5,984,010	774,225	1,703,295	1,749,763	1,645,481
Tax Increment - S-T Debt	3,119,817	2,770,828	3,172,220	2,947,446	3,096,898	3,233,248
Total Fund Resources	11,946,450	16,643,933	4,210,904	-4,364,880	-9,586,412	-10,587,750
Requirements						
Project Expenditures (does not include Personal Services or Indirect Cost)						
Development						
10041 - CES Streetcar Construction	0	0	3,184,000	3,000,000	0	0
10044 - CES Burns/Couch Couplet	497,757	3,630,000	6,020,000	0	0	0
10048 - Eastbank Park/Holman Bldg	42,836	0	0	0	0	0
10052 - Washington Monroe	3,815,000	0	0	0	0	985,000
10060 - CES Redevel Loan Fnd (Seismic)	300,000	300,000	300,000	300,000	300,000	600,000
10070 - Sidewlk/Rtes to River Plan/Des	75,000	125,000	0	250,000	325,000	0
10071 - Burnside Bridgehead - Reloc	1,325,000	0	0	0	0	0
10072 - Burnside Bridgehead: Developme	210,000	6,400,000	0	0	0	0
Development Total	6,265,593	10,455,000	9,504,000	3,550,000	625,000	1,585,000
Economic Development						
10021 - CES Storefront Grants	93,339	0	0	0	0	0
10023 - CES Industrial Storefronts	50,000	100,000	100,000	100,000	100,000	100,000
70017 - CES Business Finance	2,600,000	1,427,644	1,000,000	1,000,000	1,000,000	1,000,000
70247 - CES Business Retention	50,000	150,000	50,000	50,000	50,000	50,000
Economic Development Total	2,793,339	1,677,644	1,150,000	1,150,000	1,150,000	1,150,000
Housing						
33423 - CES Aff Homeownership	100,000	0	0	1,750,000	0	0
80021 - CES Workforce Rental Housing	0	0	500,000	0	1,250,000	0
80028 - CES Aff Rental Housing	35,000	2,500,000	500,000	0	1,100,000	0
80045 - Hooper Center	0	0	0	2,000,000	0	0
Housing Total	135,000	2,500,000	1,000,000	3,750,000	2,350,000	0
Central Services						
59167 - CES Debt Management	9,195	9,655	10,137	10,644	11,176	0
Central Services Total	9,195	9,655	10,137	10,644	11,176	0
Total Project Expenditures	9,203,127	14,642,299	11,664,137	8,460,644	4,136,176	2,735,000
Indirect Cost	1,992,878	1,867,275	1,660,519	1,743,544	1,830,721	500,000
Total Fund Expenditures	11,196,005	16,509,574	13,324,656	10,204,188	5,966,897	3,235,000
Contingency	750,445	134,359	0	0	0	0
Ending Fund Balance	0	0	-9,113,752	-14,569,068	-15,553,309	-13,822,750
Total Requirements	11,946,450	16,643,933	4,210,904	-4,364,880	-9,586,412	-10,587,750

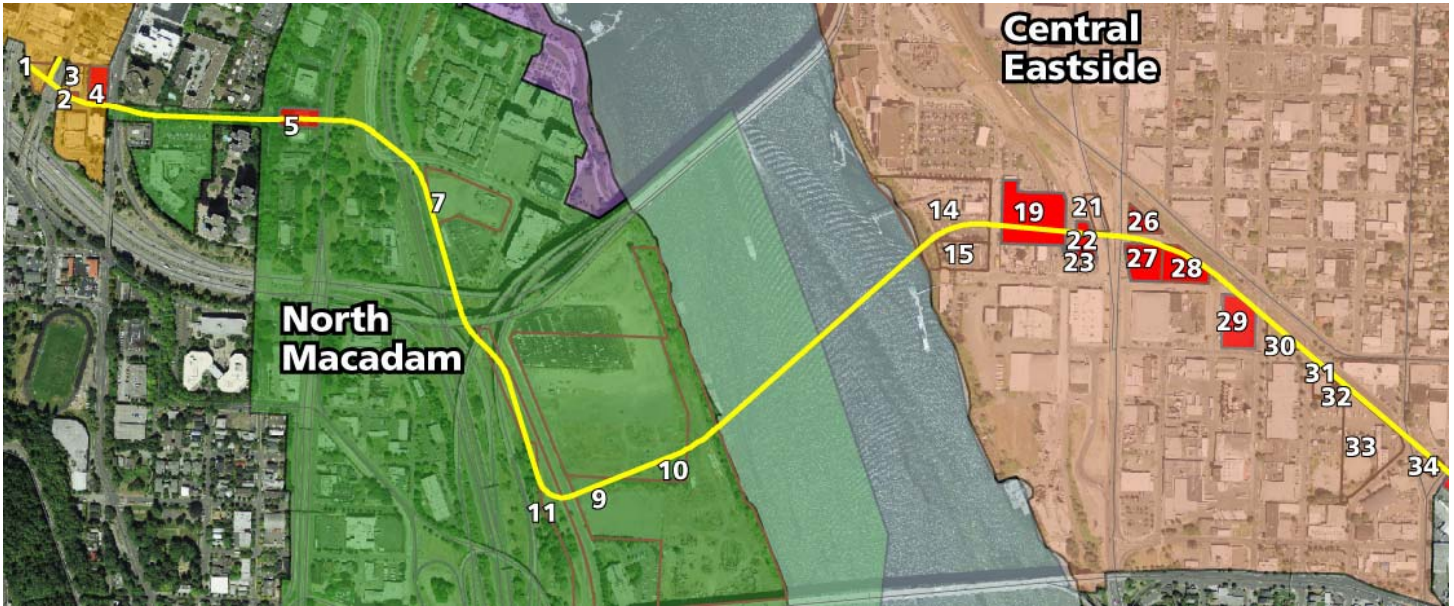
PROJECT SUMMARY

Project Name:	South Corridor: Portland to Milwaukie Light Rail
Description:	6.2 mile light rail line between Portland and Milwaukie
Location:	Portland to Milwaukie – see map
URA:	North Macadam and CES URAs
Current Phase:	Alignment selection
Next Milestone:	Submit FTA New Starts and Preliminary Engineering applications.
Completion Target:	Operational 2015
Outcome:	Transit line
Site/Project Map:	See Attachment C

Attachment C – Locally Preferred Alignment Considerations



Attachment D - Potentially Affected Parcels by URA



	2008 LPA	2008 LPA within URAs			
		South Park Blocks	North Macadam	Central Eastside	Total within URAs
Fully Acquired Tax Lots	55	2	1	6	9
Partially Acquired Tax Lots	64	2	4	9	15

Attachment E - Portland-Milwaukie LRT Project Revenue Requirements of Alternatives

PORTLAND – MILWAUKIE LIGHT RAIL TRANSIT PROJECT

Revenue Requirements of Alternatives

Revenue Source	Lake Road Alternative (in millions \$)	Park Avenue Alternative With Fed Cap (in millions \$)	Park Avenue Alternative Without Fed Cap (in millions \$)
Federal (FTA) ^a	718	750	782
State (Lottery) ^b	250	250	250
Interest ^c	80	80	80
MTIP (Federal) ^d	72	72	72
TriMet + local ^e	77	151	119
TOTAL^f	1197	1303	1303

^a New Starts funding from the Federal Transit Administration (currently capped at 60 percent of project capital costs)

^b Approved in 2007 legislative session

^c Interest on borrowed money (shows as a cost and a revenue)

^d Metropolitan Transportation Improvement Program (federal funds allocated to the region approved for this project by JPACT in April 2008)

^e TriMet, the City of Portland, the City of Milwaukie and Clackamas County are expected to jointly be responsible for this share of project capital costs. No allocations to these parties have been determined. The amounts include any contributions from property owners in the project benefit area.

^f Project capital cost estimates provided by TriMet (June 4, 2008)

The share of capital costs paid by TriMet and the local jurisdictions in the project area nearly doubles for the longer Park Avenue Alternative, from \$77 million to \$151 million. If the FTA cap on New Starts funding were increased from \$750 million to \$800 million, then the TriMet/local jurisdiction share for the Park Avenue Alternative would be lowered to about \$119 million.

These contributions should be considered a minimum. The Federal Transit Administration may require a ‘risk reserve’ for this project of as much as \$100 million. Also, the capital cost estimates are preliminary and should be considered ‘low confidence’.

Potential City of Portland sources for a portion of the local capital costs of the project are: 1) System development charges (SDC), 2) Tax increment financing (TIF), other landowner/developer contributions, and 4) City general fund.

The capital and operating finance plan for the project will need to be in place no later than summer 2009 when the Final Environmental Impact Statement (FEIS) is published.