

**APPROPRIATIONS REQUEST FORM
OREGON HOUSE DELEGATION
FISCAL YEAR 2010**

DEADLINE FOR SUBMISSION: FEBRUARY 13, 2009

PLEASE NOTE: As required by the House Appropriations Committee, all requests will be made public on the requesting Member's website.

- 1. Project Title:** Lake Oswego to Portland Transit Corridor Project
- 2. Organization Name and address:** Tri-County Metropolitan Transit District (TriMet)
4012 SE 17th Avenue, Portland, OR 97202
- 3. Primary Contact name, phone number, mobile phone number, fax number and email:**
- 4. Project Location Address (if different from Organization):**

TriMet project offices located at:
710 NE Holladay Street, Portland, OR 97232

The project itself would extend approximately 6.7 miles between the South Waterfront district in the Portland Central City to a terminus in downtown Lake Oswego in a corridor that is generally bounded by the Willamette River and Highway 43. The project spans several jurisdictions including Portland, Multnomah County, Clackamas County and Lake Oswego and is included in Congressional Districts 3 and 5.

- 5. Please describe the requesting organization's main activities, and whether it is a public, private non-profit, or private for-profit entity:**

TriMet is a municipal corporation providing public transportation in much of the three counties in the Portland, Oregon metropolitan area. TriMet operates a comprehensive transit network including a 44-mile, 64 station MAX light rail system, 93 bus lines, 15-mile commuter rail service, service for seniors and people with disabilities, and enhanced amenities and information.

- 6. Briefly describe the activity or project for which funding is requested (please keep to 500 words or less.)**

The requested funds will be used to complete a Draft Environmental Impact Statement (DEIS) and the Alternatives Analysis phase of the Lake Oswego to Portland Transit Corridor Project. At the conclusion of this phase, the region will select a locally preferred alternative (LPA). Subsequently, the region will request Federal Transit Administration (FTA) approval to enter the Preliminary Engineering (PE) phase of the project and initiate the Final Environmental Impact Statement (FEIS) to complete National Environmental Policy Act (NEPA) requirements and obtain a Record of Decision (ROD).

The overall Project will connect the Portland Central City with the Lake Oswego town center, provide needed transit capacity in a tightly constrained corridor and expand the range

of available transportation options. The project serves Johns Landing in Portland and downtown Lake Oswego, two areas in which substantial amounts of transit oriented development and redevelopment could be leveraged by a Streetcar project. There are two modal alternatives included in the DEIS, Streetcar and Enhanced Bus, in addition to a No-Build alternative) Alignment refinement is currently underway in Johns Landing for the Streetcar alternative and could utilize portions of the Willamette Shore Line right-of way (WSL ROW), Macadam Avenue/Highway 43 or other streets. Both temporary and permanent terminus options in Johns Landing are included in the DEIS, along with the full length alternative to two potential terminus locations in Lake Oswego. The WSL ROW was purchased by a consortium of public entities (Lake Oswego, Portland, Clackamas County, Multnomah County, Oregon Dept. of Transportation, TriMet, and Metro) in 1988 in order to preserve an exclusive transit right-of-way to provide future rail transit capacity to relieve congestion in the Macadam Avenue/Highway 43 corridor.

The project completed a Federal Transit Administration alternatives analysis phase in December 2007 when the Metro Council selected the alternatives to be further analyzed in the DEIS. The alternatives analysis considered many options including multiple bus rapid transit and streetcar alignments, river transit, highway widening and reversible lanes. Metro and FTA filed a Notice of Intent to Prepare a Draft Environmental Impact Statement in April 2008 in the *Federal Register*.

7. Has this project received federal appropriations funding in past fiscal years?

Yes – The project received an allocation of \$1,028,125 as part of a \$3 million Streetcar Program appropriation in FY 2006 and FY 2007 to complete the alternatives analysis and begin the DEIS.. The project also received \$300,000 in FTA Surface Transportation Program funds in FY 2005 for the alternatives analysis.

7a. If yes, please provide fiscal year, Department, Account, and funding amount of any previous funding.

FY 2007 - FTA Streetcar Earmark (excluding 20% local match) \$514, 563 out of a total \$1,500,000 for the Portland region's streetcar program.

FY 2006 - FTA Streetcar Earmark (excluding 20% local match) \$514, 563 out of a total \$1,500,000 for the Portland region's streetcar program.

FY 2005 - \$300,000 Surface Transportation Program (STP) funds (excluding 10.27% local match) in FY 2005.

8. Federal agency and account from which funds are requested (Please be specific –e.g. Department of Housing and Urban Development, Economic Development Initiatives account):

US Department of Transportation
Federal Transit Administration
Alternatives Analysis Program (49 U.S.C. 5339)

9. What is the purpose of the project? Why is it a valuable use of taxpayer funds? How will the project support efforts to improve the economy and create jobs in Oregon?

Project Purpose:

- Increase the mobility and accessibility within the geographically constrained Highway 43 Corridor, connecting from the Portland Central City through the Lake Oswego Town Center.
- Minimize traffic and parking-related impacts to neighborhoods.
- Support and enhance existing neighborhood character in an environmentally sensitive manner.
- Leverage investment in the transit system to cost-effectively increase Corridor and systemwide transit ridership.
- Support transit-oriented economic development in Portland and Lake Oswego.
- Support community transportation, land use and development goals.
- Provide improved transportation access to and connectivity among significant destinations and activity centers including Downtown Portland, South Waterfront, Oregon Health & Sciences University, Tom McCall Waterfront Park, Willamette Park, Foothills and Downtown Lake Oswego.
- Provide additional transportation choices in the corridor and access for persons with disabilities
- Be part of an integrated multi-modal transportation system
- Anticipate future needs and impacts and not preclude future expansion opportunities.

This project is a cost-effective use of taxpayer funds: These funds will support the analysis of transit alternatives and the selection of an LPA that best meets the project purpose described above. This analysis is necessary to leverage a significant public investment in the WSL ROW which is now valued at close to \$100 million. The project would also result in substantial development in the Johns Landing and Lake Oswego areas. During the Alternatives Analysis, estimates were prepared that showed over 2 million additional square feet of development potential in the corridor with Streetcar compared to an all-bus alternative. Streetcar service in the Pearl District, downtown Portland and South Waterfront has resulted in \$2.8 billion in new development and redevelopment with nearly 7,000 new housing units in the urban core. These households take fewer and shorter auto trips, own fewer cars, and make more trips by transit, biking and walking than households in newly urbanized areas farther from the central city. This results in major public infrastructure savings. The project would also extend the reach of the region's rail system and capitalize on connections to the existing LRT and bus system and the Portland Aerial Tram, further leveraging existing investments in transit infrastructure.

This project supports job creation and economic growth in Oregon: Oregon is home to Oregon Iron Works, a local manufacturer of streetcars. If the streetcar alternative is selected and funded, significant job creation would result from the construction of the project infrastructure, including streetcar vehicles. The long-term job potential from new development in and around streetcar corridors is significant. Further, these new jobs are well served by transit and are more sustainable than jobs in outlying areas as described above. Regardless of the alternative selected, the Oregon economy benefits from the increased attractiveness of the Portland region to private investment and business growth from the enhancement of its transit system and the resulting reduction in congestion and its costs to doing business here.

10. Have you requested funding for this project from other Members of Congress?

If so, who? This funding request will also be sent to Senator Jeff Merkley (OR) and Ron Wyden (OR).

11. Funding Details:

- a. **Total project cost (all funding sources and all years):**\$276,000,000 (includes project construction)
- b. **Amount being requested for this project in Fiscal Year 2010:** \$4,000,000
- c. **What other funding sources (local, regional, state) are contributing to this project or activity? (Please provide specific dollar amount or percentage.)**

The \$4,000,000 in FTA Section 5339 funding will be matched by at least the minimum local funding requirement of 10.27% or more in order to complete the DEIS. The cities of Portland and Lake Oswego and Clackamas County have agreed to provide sufficient local funds to complete the DEIS.

d. Do you expect to request federal funding in future years for this project?

Yes, the intention is to apply for a New Starts/Small Starts program grant to fund 60% of Project costs.

e. Breakdown/budget of the amount you are requesting for this project in FY 2010. (e.g. salary \$40,000; computer \$3,000):

NEPA Analysis and Documentation:	\$2,375,000
Conceptual Design:	\$800,000
Project Management:	\$375,000
Public Involvement:	\$350,000
Contract Management:	\$100,000
Total:	\$4,000,000

f. Please list public or private organizations that have supported/endorsed this project:

City of Lake Oswego, City of Portland, Clackamas County, Oregon Department of Transportation (ODOT), Metro, and TriMet

g. Is this project scalable? (i.e. if partial funding is awarded, will the organization be able to use the funds in FY 2010?):

All funds are needed to complete the Alternatives Analysis. If partial funding is received, the region would refine the scope, budget, and schedule accordingly.