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## Project Nomenclature

### Portland Streetcar Loop Project Environmental Assessment Alternatives and Design Options

#### 1. No Build Alternative

#### 2. OMSI LPA

- Pearl District Design Options
  - Via Lovejoy Design Option
  - Via Northrup Design Option
- OMSI Terminus Options
  - Via MLK Terminus Option
  - Via Third Avenue Terminus Option

## Acronyms and Abbreviations

APE	Area of Potential Effect
AQMA	Air Quality Maintenance Area
AQMP	Air Quality Maintenance Plan
BMP	Best Management Practice
BNSF	Burlington Northern and Santa Fe Railroad
CCTMP	<i>Central City Transportation Management Plan</i>
CEQ	Council on Environmental Quality
CERCLIS	Comprehensive Environmental Response Compensation and Liability Information System
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CRAG	Columbia Region Association of Governments (predecessor to Metro)
dB(A)	A-weighted decibel
EA	Environmental Assessment
ECSI	Environmental Clean-up Site Information
EPA	U. S. Environmental Protection Agency
ESA	Endangered Species Act
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
LCDC	Land Conservation and Development Commission
LID	Local Improvement District
Ldn	Day-night sound level
LOS	Level of Service
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LUST	Leaking Underground Storage Tank
MAX	Metropolitan Area Express (Portland's Light Rail Transit System)
MCP CCD	Multnomah County Portland Census County Division
MLK	Martin Luther King Junior
MOS	Minimum Operable Segment
MTIP	Metropolitan Transportation Improvement Program

NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Services
NOX	Nitrogen Oxides
NRHP	National Register of Historic Places
O&M	Operations and Maintenance
OHSU	Oregon Health and Sciences University
OMSI	Oregon Museum of Science and Industry
OP	Oregon Pacific Railroad
PDC	Portland Development Commission
PPM	Parts per million
RFP	<i>Regional Framework Plan</i>
RTP	<i>Regional Transportation Plan</i>
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SHPO	State Historic Preservation Officer
SP	Southern Pacific Railroad
TAZ	Transportation Analysis Zone
TPR	Transportation Planning Rule
TriMet	Tri-County Metropolitan Transportation District of Oregon
UGB	Urban Growth Boundary
UP	Union Pacific Railroad
URS	URS Corporation – prime consultant for EA
UST	Underground Storage Tank
VAAPE	Visual & Aesthetic Area of Potential Effect
VC	Volume to Capacity ratio
VMT	Vehicle Miles Traveled
VSSIM	Traffic Simulation Model
YOE	Year of Expenditure
106	Section 106 (Federal historic preservation regulations)
2011	The expected project opening year
2025	The project planning horizon year
2040	<i>Region 2040 Growth Concept</i>
4(f)	Section 4(f) (U.S. Department of Transportation regulations protecting publicly owned historic properties, parklands, wildlife refuges and recreational areas)

### **Glossary of Select Transit Technical Terms**

**Boarding**— a boarding occurs when a person boards a transit vehicle, independent of how that person starts or completes their “originating trip” (see below) between their original and destination. For example, one originating trip between a home and a job that includes a transfer from one bus to another bus results in one originating trip and two boarding trips. A boarding trip is also called an “unlinked trip,” a “boarding ride” or a “boarding trip.”

**Originating Trip** – an originating trip occurs when a person travels from their point of origin to their destination, independent of the modes they use or the number of transfers between transit vehicles. For example, one originating trip between a home and a job that includes driving from home to a park-and-ride lot, a ride on a bus and a transfer to another bus results in one originating trip and two transit boarding trips. An originating trip is also called a “linked trip” or a “person trip.”

**New Boarding Trip or New Originating Trip** – a new trip is calculated by taking the boarding or originating trips that would occur under the OMSI LPA and subtracting the number of boarding or originating trips that would occur under the No-Build Alternative for a given category of trips (e.g., for transit circulator originating trips or for streetcar boarding trips).

**Bus Circulator** – Refers to bus line #83, which provides transit connections in the Portland Central City between transit trunk lines and various activity centers. Also termed “bus connector.”

**Streetcar** – Refers to the existing Westside Streetcar (generally between NW 23<sup>rd</sup> Avenue and RiverPlace) and the proposed Portland Streetcar Loop Project.

**Transit Circulator** – Refers to the bus circulator (i.e., Line #83), the existing Westside Streetcar and the proposed Portland Streetcar Loop, all of which provide transit connections in the Portland Central City between transit trunk lines and various activity centers.

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## Summary

This Summary provides a brief description of the Portland Streetcar Loop Project's *Environmental Assessment (EA)*. Because this Summary presents the results of the EA in shortened form, you should review the EA if you have any specific concerns or more detailed questions. There are also technical reports and documents that have been prepared to support the EA or that are referenced in the EA – see Appendix B of the EA for a complete listing and for instructions on how to obtain or view copies.

**What is the Portland Streetcar Loop Project and what is its purpose?** Local and regional transportation and land use plans call for Metro, TriMet and the City of Portland to implement improved transit circulating service for the Portland Central City, specifically serving the Eastside and linking it to the Westside. Those plans recommend circulator service to improve transit service in the Central City and to be a catalyst for economic development. The result is the proposed Portland Streetcar Loop Project, which would extend streetcar tracks and service from the Pearl District, across the Broadway Bridge to the Lloyd and Central Eastside Districts, to OMSI (eventually crossing the Willamette River again linking up to RiverPlace).

So the purpose of the Portland Streetcar Loop Project is to: *Provide a Central City transit circulator to address the transportation needs of the residents, workers and visitors traveling within the Portland Central City and achieve additional economic development, all in a way that gains strong public support.*

### **Why is the Project needed and what problems will it address?**

The Portland Streetcar Loop Project is needed because: 1) the Central City has experienced rapid population and employment growth over the past several decades and that growth is forecast to continue into the future; 2) with that growth, streets within the Central City become increasingly congested and transit service using those streets

has and will continue to become slower and less reliable; 3) there is a lack of high-quality transit circulator service connecting all parts of the Central City, which is needed if transit is to become an increasingly popular alternative to using automobiles to circulate within the Central City; 4) improved transit services and facilities are needed to support important regional and local land use and development goals and objectives.

### **What alternatives have and are being studied, and what conclusions have been reached so far?**

Metro, TriMet and the City of Portland conducted the Eastside Transit Alternatives Analysis from April 2005 to July 2006 and the results of the analysis are summarized in the *Eastside Transit Alternatives Analysis Evaluation Report* (Metro: May 2006). They studied various alignments (different routes) and compared streetcar service to bus service as a way of both transporting people

**Looking South to the Eastside of the Central City**



and of inducing economic development. The alternatives analysis included a variety of public comment opportunities and recommendations from the project’s Steering Committee, the Multnomah Board of Commissioners, the TriMet Board of Directors and the Portland City Council. Metro Council concluded the study by adopting an extension of the Streetcar service and facilities from the Pearl District to OMSI. This Locally Preferred Alternative (LPA) is now called the OMSI LPA.

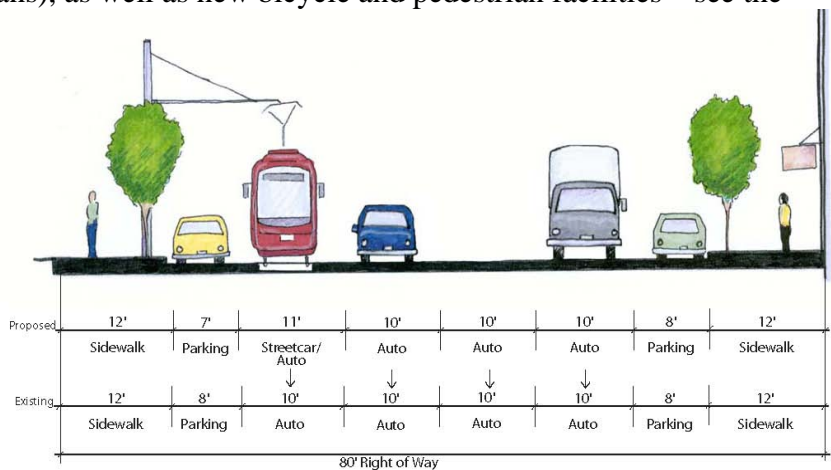
**What is evaluated in detail in the EA?**

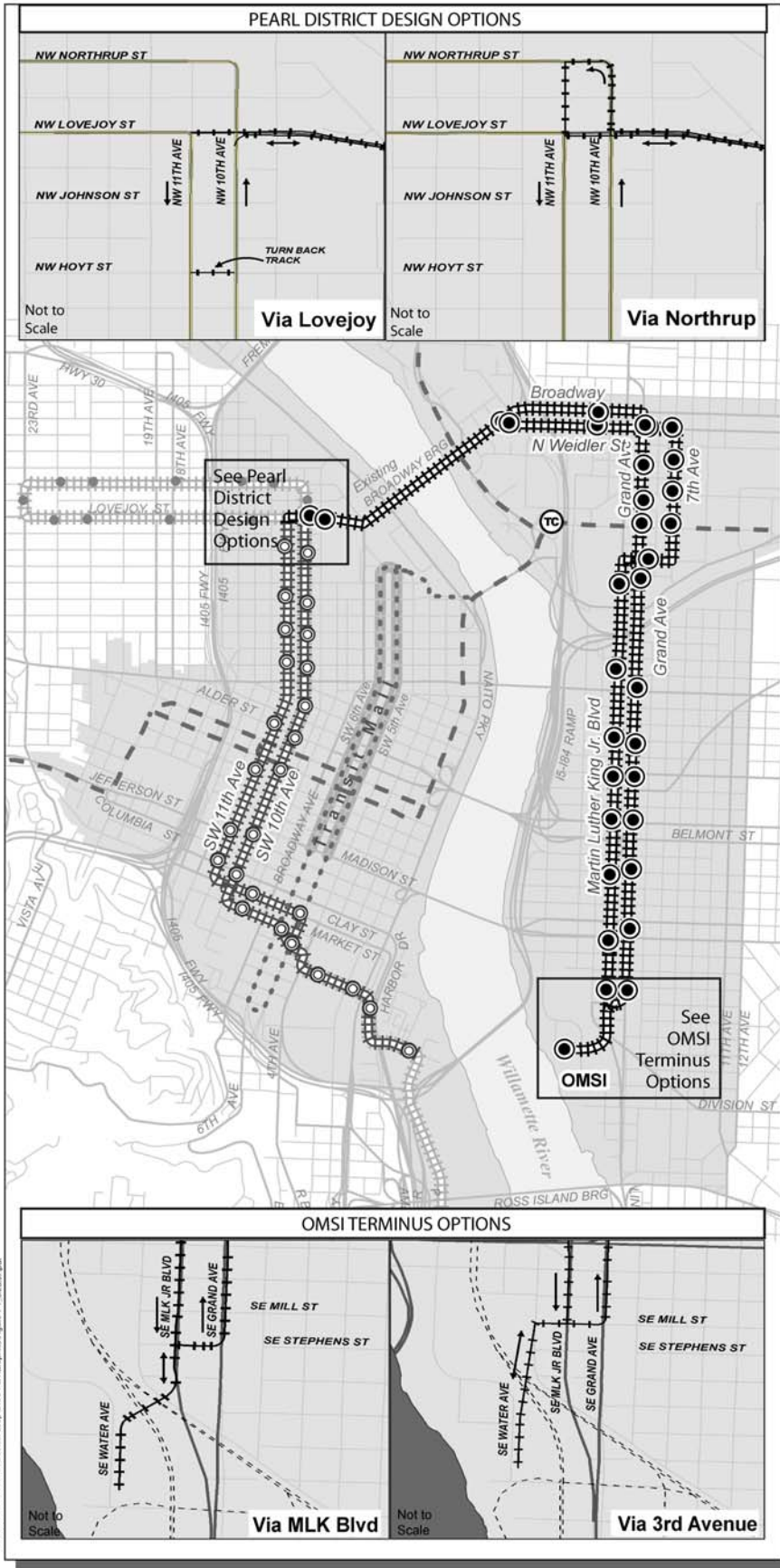
The EA examines two alternatives: the No-Build Alternative; and the OMSI LPA. There are two sets of options for the OMSI LPA: the Pearl District design options and the OMSI terminus options. The table to the left summarizes key characteristics the No-Build Alternative and the OMSI LPA. The No-Build Alternative includes the same roadway capital improvements that are listed in the 20-year financially-constrained road network of the 2004 Regional Transportation Plan, and it includes bus Line 83, which would operate from the Rose Quarter Transit Center, by OMSI and across the Hawthorne Bridge to RiverPlace. The OMSI LPA would extend streetcar tracks and service from the Pearl District, across the Broadway Bridge, down NE 7<sup>th</sup> Avenue and Martin Luther King, Jr. Boulevard to OMSI, returning via Grand Avenue – in all, about seven miles of new streetcar track, with 18 new streetcar stations, using 11 new streetcars. The map on the next page shows the proposed alignment and stations.

Summary Characteristics		
Attribute	No-Build Alternative	OMSI LPA
New Streetcar Track Miles	0	6.7
New Streetcar Stations	0	18
One-Way Line 83 Route Miles	3.5	1.4
Weekday Streetcar Miles Traveled	565	1,389
Weekday Streetcar Revenue Hours	77	172
New Streetcars	0	11
Maintenance Facility (square feet)	30,000	50,000

Source: Metro, TriMet, City of Portland: September 2007.

**How would the streetcar alignment be designed and are there any options?** For the most part, the streetcar tracks would be installed and the streetcars would operate in current traffic lanes on existing streets and bridges, just like the existing Portland Streetcar that connects NW 23<sup>rd</sup> Avenue with the South Waterfront. Stations (with shelters, information, etc.) would be installed about every four blocks, with the platforms extending out from the sidewalk to meet up with the streetcar tracks. There would also be a variety of changes to the streets that the streetcar would operate on (like new or changed signals, lane striping changes, new medians), as well as new bicycle and pedestrian facilities – see the EA Section 2.2 and Appendix E for more detail. There are also two sets of design options for the OMSI LPA: one set in the Pearl District has two options for connecting to the existing Portland Streetcar line; and one set near OMSI has two options for crossing over the existing intercity railroad tracks. Both sets of options are illustrated on the map on the following page.





## Portland Streetcar Loop Project

  
Portland Streetcar Loop

### Figure ES-1 OMSI LPA and Options

**Streetcar Stations**

- Proposed
- Existing/Shared
- Existing

**Streetcar Alignments**

- ══ Proposed
- ══ Existing/Shared
- ══ Existing

- Downtown Portland Transit Mall
- TC Existing Transit Center
- Existing Light Rail
- - Light Rail: Under Construction
- Portland Central City

Source: Metro 2006

**Insets:**

- ══ Proposed Streetcar Design Options
- - - Existing Railroad

Source: URS Corporation 2007  
Note: OMSI= Oregon Museum of Science and Industry; LPA= Locally Preferred Alternative



City of Portland



METRO



TRIMET

0 0.25 0.5 Miles





**Would there be any significant environmental impacts?** Our studies have determined that neither the No-Build Alternative nor the OMSI LPA would result in any significant environmental impacts – however, the alternatives would still have some effects, sometimes positive and sometimes negative, as shown in the adjacent table. (Chapter 3 of the EA has a full listing and description of those effects and a summary of how they were determined.)

**How much would the OMSI LPA cost to build and operate, and how would it be paid for?**

The OMSI LPA would cost approximately \$146,915,000 to construct, including contingency and finance charges. That includes the cost of seven vehicles, needed to operate the new streetcar line in 2011 – its first year of operation. The local project sponsors are proposing a Federal share of \$75 million, or 51 percent of the total project capital cost. These federal funds are proposed to come from Federal Transit Administration (FTA) Small Starts funding (though no approval by either the FTA or Congress has yet been given). The local share of capital funds would come from five sources: 1) \$3.7 million in Metropolitan Transportation Improvement Program funds; 2) \$20 million in Oregon Lottery Bond revenues; 3) \$27 million in City of Portland tax increment finance funds; 4) \$15 million in local improvement district funds; and 5) \$6 million in Portland systems development charges; totaling \$71.915 million (year-of-expenditure dollars).

It would cost about \$3.8 million to operate the new streetcar service in 2011, which would be funded through four sources: 1) \$1,063,606 in passenger revenue; 2) \$1,228,351 from the City of Portland; 3) \$1,228,351 from TriMet; and 4) \$180,250 from Streetcar sponsorships (e.g. advertizing). The adjacent table summarizes the project’s finance plan and more detail can be found in Chapter 4 of the EA.

Summary of Environmental Effects		
Measure	No-Build Alternative	OMSI LPA
Residents/Jobs within ¼-mile of Transit	100%	100%
Transit Travel Time: Lloyd District to OMSI	23 minutes	21 minutes
Central City Transit Circulator Boardings	15,230	18,255
Number of Congested Intersections (AM/PM)	8 / 18	8 / 18
Parking Spaces Removed	0	93
Loading Spaces Relocated	0	1
Consistency with RTP and <i>Central City Plan</i>	Inconsistent	Consistent
Jobs Created (Short-Term / Long-Term)	0 / 0	2,635 / 36
Additional Eastside Housing Units (indirect effect)	1,110	4,540
Acres of Land to be Acquired / Parcels Affected	0 / 0	0.75 / 3
Visual Effects	None	Low/Moderate
Number of Blocks of Underground Utility Work	0	62
Historic Resources Adversely Affected	0	0
Parks or Parkland Used	0	0
T&E Species Adversely Affected	0	0
Acres of Wetland Filled	0	0
Area of New/Redeveloped Impervious Surfaces	0	357,100 sq.ft.
Source: City of Portland, Metro, TriMet and URS Corporation: September 2007.		

Summary Finance Plan	
Costs	Amount
Opening Year Capital Costs	\$146,915,000
Opening Year Operating Costs	\$3,600,000
<b>Capital Revenue</b>	
Federal Small Starts Grant	\$75,000,000
Metro Transportation Improvement Plan	\$3,733,000
Oregon Lottery Bonds	\$20,000,000
City of Portland Tax Increment Funds	\$27,182,000
Local Improvement District	\$15,000,000
Portland Systems Development Charges	\$6,000,000
<b>Total</b>	<b>\$146,915,000</b>
<b>Opening Year Operating Revenue</b>	
Passenger Revenue	\$1,063,606
City of Portland Revenue	\$1,228,351
TriMet General Fund Revenue	\$1,228,351
Streetcar Sponsorships	\$180,250
<b>Total</b>	<b>\$3,770,559</b>
Source: City of Portland and TriMet; September 2007.	

**How are the alternatives evaluated, and are there any social equity concerns?** The Eastside Transit Alternatives Analysis was the first step in the evaluation process – you can find a summary of the evaluation measures for that phase of work in Appendix C of the EA. A summary of how the two alternatives perform relative to the project’s evaluation criteria and measures can be found in Chapter 5 of the EA. That’s where you’ll also see detail behind the project’s finding that there are no social equity impacts (i.e., Environmental Justice) associated with the OMSI LPA – specifically, there would be no disproportionate high and adverse impacts from the project to low-income or minority populations.

**How has the public been involved in the project so far?** The City of Portland, Metro and TriMet developed and implemented a multi-faceted public involvement program for the Eastside Streetcar Alignment Study (2002 to 2003), the Eastside Transit Alternatives Analysis (2005 to 2006) and the Portland Streetcar Loop EA (2007). The project’s public outreach efforts included: public workshops; mailing of flyers to several thousand recipients; advertisements; presentations to neighborhood, business, citizen advisory committee and special interest groups; public comment opportunities, both at meetings and via mail, email and telephone; and distribution of fact sheets and newsletter, by mail and email; and informational open houses. Additional public involvement efforts will continue as the project advances into final design and construction.

**How can I receive further information on the Project, or comment on the EA?** The EA is the best source of additional information, and if you are interested in details see any of the several supporting documents listed in Appendix B of the EA. Requests for documents or comments on EA may be submitted in writing, by email or by telephone. Here’s the contact information:

Metro – Portland Streetcar Loop Project Environmental Assessment  
Attention: Mr. Mark Turpel  
600 NE Grand Avenue  
Portland, Oregon 97232  
Email: [Trans@Metro-Region.org](mailto:Trans@Metro-Region.org)  
Telephone: 503.797.1900 – option 2

Comments on the EA must be received at Metro no later than 5:00 p.m. PST, March 10, 2008.

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